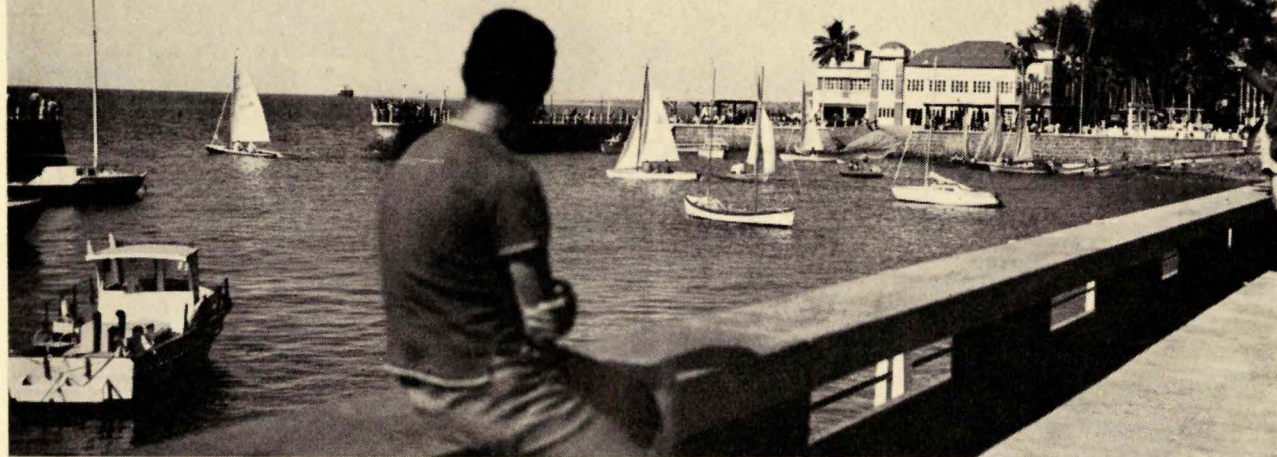


club NOTES



Mecca for Highveld sailing men (not only on National Regatta weeks) is the Clube Naval at Lourenco Marques which is a hospitable bridge between the boating frolics (afloat) and the gustatory joys ashore. Photo: George Achman

AZALEA REGATTA AND SPEARHEAD WEEK-END ON MIDMAR DAM.

EVEN cold winds and mud surrounding the clubhouse could not mar the enthusiasm of yachtsmen for the glorious sailing waters of Midmar Dam, where 95 yachts took part in the Azalea Regatta, staged by the Henley Midmar Yacht Club.

For the first time Spearhead Week-end was held in conjunction with the Azalea event. Of the 18 craft taking part in this, ten were from the Transvaal, seven from Durban and there was one local craft.

Competing from the Transvaal was Fred Bartie, chairman of the Spearhead Association, who skippered *Biyele*. Also there were the joint secretaries, Keith Quiding and Jim Horn. Nigel Gray and his crew John Massey had brought a brand-new Spearhead *Presto II* which they sailed for the first time.

Another interesting class were the Fireballs. They were interesting because it was the first time that such a large number took part in a regatta in South Africa and it was also the first time that they formed a class in the Azalea Regatta.

The result was that four yachtsmen of the Henley Midmar Yacht Club are going to order Fireball hulls.

There were seven sailing. Three of the boats had travelled nearly 450 miles to take part. They were *Jaunty*, sailed by B. George from East London, *Fezele*, sailed by W. van Rensburg, and *Firecrest*, sailed by Colin Edwards, both from the Queenstown Power and Yacht Club.

Colin Edwards, who is the president of the Fireball Association, was so enthusiastic about Midmar Dam's sailing waters that he said his association was thinking about a national Fireball Week-end during the Azalea Regatta next year. The other Fireballs taking part were two local craft and one from the Zululand Yacht Club sailed by Dolf Haage and his wife Lenie.

There were 13 Finns, 12 from Durban and one from the Bloemfontein Yacht Club, *Vino Bianco* sailed by D. J. Haliburton.

The only visitor in the nine Sharpies taking part was D. Durham sailing *Mponto*, of the Glendee Yacht Club.

Of the 12 Enterprises nine were local ones, Doug Currie and Bill Davidson were from the Zululand Yacht Club and J. Holi, sailing *Pouffe*, came all the way from the Florida Yacht Club.

There were five Dabchicks, one local craft and four from the Island Sailing Club in Durban.

The largest class were the Sprogs with 23—12 local craft, nine from Durban, one from the Zululand Yacht Club and one from the Bloemfontein Yacht Club.

The open class consisted of a local Hornet, an O.K. from

the Island Sailing Club, two local Andies, a local G.P. 14 and a Flying Dutchman, sailed by Ted du Plooy from Durban.

Arriving at the dam on Saturday, almost the first thing one noticed was Rothman's familiar blue mobile unit parked, in the middle of it all, half-way between the clubhouse, the judges box and the boat-parking.

They were there again to help and this they certainly did. Among many other things they operated the loudspeaker system, and worked out the results.

They even carried a stranded Enterprise on the rooftop of one of their cars which had capsized on the other side of the dam. "Quicker than the rescue launch," they said.

After the downpour on Sunday evening they pulled at least seven cars, stuck round the clubhouse, out of the mud with the aid of their four-wheel drive vehicles.

The weather was splendid for the first day of the regatta. The sun smiled brightly at the beehive-like activity of the large number of yachtsmen arriving at the dam, pitching tents under the trees and de-hitching and rigging their craft.

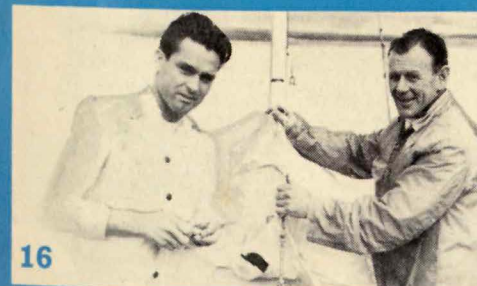
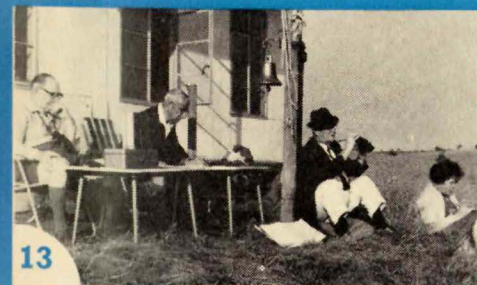
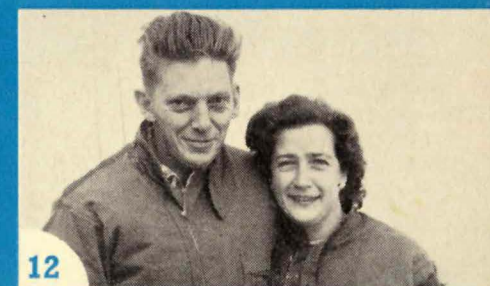
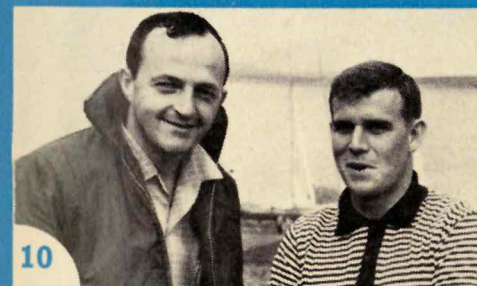
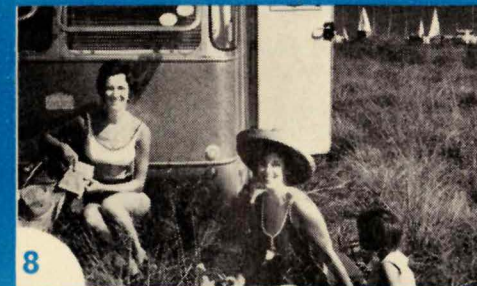
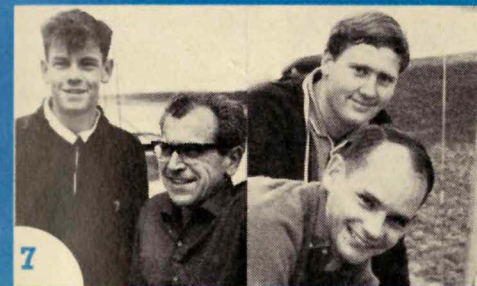
A tune-up race was held in the morning and then all was set for the first race of a series of four, with three to count on scratch and handicap. The Spearheads were to sail a series of three only for their championship, so that they

(Continued on page 24)

1. Pat Fraser and his crew, Tom Gielink, sailed the Spearhead *Disco Volante* of the Victoria Lake Club.
2. Jim Horn and his crew, Peggy Horn, were victorious in the Spearhead event on handicap. They sailed *Trident* of V.L.C.
3. Doug Harrowsmith and his crew, Keith Leslie.
4. Nigel Gray and his crew, John Massyn, sailed *Presto II* of the Florida Yacht Club.
5. The three kids Barry Smith, Ernie Shaw and Tom McCrorie, of Durban.
6. Durban yachtsmen Dave Denley and his crew, Arthur Pace-Balzan who won Spearhead Weekend on scratch.
7. Skipper J. Adelbert and his crew, R. Adelbert, sailed *Putzika* of the Florida Yacht Club. Dave Wishart (below) and his crew, Skip Roberts, of the Point Yacht Club.
8. Mrs. Ada Smith and Mrs. Adrienne Vos enjoyed the sun while their husbands raced. With them is little Sonya Smith.
9. Fred Bartie, chairman of the Spearhead Association, with his crew, Tim Ellet, sailed *Biyele*.
10. Bob Bruneau and John Fisher from Durban.
11. The regatta secretary, Mrs. Joyce Boatwright. Shelley Stiles, 2½, gets her father's Sprog shipshape.
12. Dolf and Lenie Haage of the Zululand Yacht Club.
13. Concentration in the judges' box from left: Sam Lange, Bill Cranko, Bert Taylor and Mrs. Peggy Warren.
14. Les Bray and Bob Smithers (right) upside down in icy water on Sunday afternoon.
15. Winners of the Fireball class. Willem van Rensburg (right) and his crew, Roy Kallaway, of the Queenstown Yacht Club.
16. All the way from East London: Clive Morgan (left) and Brian George, skipper of Fireball *Jaunty*.
17. Colin Edwards, President of the Fireball Association, and his wife Lou, who sailed *Firecrest* of the Queenstown Yacht Club.
18. They were there again: Ted Dunstar (left) and Basil Darlington (right) with the Secretary of the Henley Midmar Yacht Club: Peter Reyburn.

Photos: Bianca Lavies

THE AZALEA REGATTA . . .



more CLUB NOTES

(Continued from page 23)

could have an early prize-giving, to enable them to do a large part of their return trip in daylight.

The first class to start the afternoon's race were the Spearheads. There was a light south-easterly and the start was from the bridge ashore.

First round the first mark was Basil Beavan, followed by Doug Harrowsmith, Tom McRorie and Bob Bruneau.

Harrowsmith took the lead on the reach to the second mark. He kept it for the rest of the race, but on the last round made the unfortunate mistake of sailing the wrong course.

Thinking that a top skipper and leading craft could not be all that wrong, the first six boats followed him and the gun went to Doug Miller sailing *Quixie*, with J. Adelbert, who had been lying fourteenth, second and Keith Quiding, who had been last but one on the previous round, third.

The next class were the Sharpies, of which *Claymore*, sailed by W. Cairn, took an early lead. Ron Weston in *Ricochet* soon took over and won the race miles ahead of the next boat *Mponto*, sailed by D. Durham, who was followed by *Claymore*.

First round the first mark in the Fireballs was Willem van Rensburg followed by Simon de Jongh, Dolf Haage

and Colin Edwards. Edwards passed De Jongh on the next reach. B. George moved into fourth place and these positions remained unaltered till the end.

Ernie Shaw, who has recently bought Jimmy Whittle's Finn *Fleur des Lys*, led throughout the race in the Finns and finished well ahead of Johan Louter, who was followed by Ernie Morrison and Bob Nuttall.

In the Sprogs the positions between the first four boats changed throughout the race. Errol Tatham was leading at first, followed by Louis Herridge and David Hudson. Hudson took the lead on the second round where he received a close challenge from Frank Boatwright who had made up a number of places. Hudson kept his lead and got the gun. Errol Tatham retired and Hudson was second with Louis Herridge third.

The first Dabchick home was *Demche* (S. Word) who was followed by *Delfin* (B. Morrison) and *Driscilla* (I. Stevens).

The first Enterprise home was *Pouffe*, sailed by J. Holt, followed by *Elfie* (D. Stumbles) and *Eclat* (C. Hills).

Old acquaintances were renewed and new friendships were made when all met for a happy, noisy typical regatta party at the clubhouse that evening where curry and rice was available, coffee, tea and more potent stuff.

"We just bundled up Steve Glinane in his sleeping bag last night and put him to bed next to his car", I was told the next morning. It cannot have been as bad as it sounded, because there he was serenading the camp site, accompanied by his guitar, at 7.30 a.m.

It was cold and cloudy with a light south-westerly wind when at 10.30 that morning 88 boats started for an

Page 24: SOUTH AFRICAN YACHTING October

SPEARHEAD WEEK AT HENLEY-MIDMAR: A colourful spectacle on the run, from left, Witchway, D. Denley, Point Yacht Club; Biyela, F. Bartie, Victoria Lake Club; Simi, B. Beavan, Island Sailing Club; and Quixie, D. Miller, Klerksdorp Sailing Club. Photo: Bianca Lavies



MORE SPEARHEADS: R. Jones and his crew sailing Ndongeni of the Point Yacht Club at the combined Azalea Regatta and Spearhead week on Natal's fine inland watersport centre. Photo: Bianca Lavies

all-in race for the Azalea Cup.

The large number meant a general recall with at least 10 boats over the line and this, in turn, ended in a number of boats who were on the wrong side of the line three minutes before the second start being disqualified.

The results of the Azalea Cup race were the same on scratch as on handicap and the winner was Ted du Plooy in his F.D. *Comanche*, followed by *Admetus II* (D. Harrowsmith), *Biyela* (F. Bartie), *Disdain* (F. Raas) and *Witchway* (D. Denley).

The wind increased a bit for the second race in the series of class races in the afternoon. It was still very cold.

Again the Spearheads were the first to start. Dave Wishart, who was well back at the start, came up surprisingly to round the first mark first, followed by Basil Beavan, Tom McRorie, Jim Horn, Fred Bartie and Doug Harrowsmith.

McRorie capsized on the second mark. Doug Harrowsmith made up three places on the reach and was second at the end of the first round. He took the lead on the last round and would have won the race if his forestay had not broken on the last beat, which forced him to retire. Dave Wishart got the gun and was followed by Dave Denley and Basil Beavan.

Ron Weston led throughout in the Sharpie Class and was followed across the finish by F. Warren and R. Coethier.

In the Fireballs Willem van Rensburg again took the lead soon after the start and was first round the first mark, followed by Simon de Jongh, Colin Edwards, J. Mallett and B. George. Edwards passed De Jongh on the next reach and a capsize gave De Jongh's third place to Mal-

lett. The positions remained unaltered after that.

The first six Finns were all very close throughout the race with Ernest Morrison in the lead and getting the gun, followed by Ernie Shaw and Johan Louter.

There was a mad panic for Louis Herridge just before the start of the Sprog race, when his main halliard broke at the 10-minute gun. He managed to fix it just in time.

Stewart Donkin led this race and got the gun. A. Goudswaard was next and D. Hudson would have been third had he not been disqualified for being over the line at the start, which gave third place to *Sno-use* sailed by R. Christianson.

Bill Davison, of the Zululand Yacht Club, got the gun in the Enterprises, followed by R. Rake and Chris Hills.

Bruce Morrison won the Dabchicks, with D. Morrison second and I. Stevens third.

The breeze was icy and a sudden increase in wind accompanying a rain squall caused several capsize, keeping the rescue launch busy.

While yachtsmen gathered at the clubhouse for a braai-veis that evening the rain came down in buckets, and the roads round the clubhouse were transformed into mud-pools. A large number of cars got stuck while trying to leave that evening and conditions for the many campers were unpleasant.

It rained throughout the night. On Monday morning there were two more races to go for the other classes and one for the Spearheads.

The wind was light easterly and it was slightly warmer, with the sun coming out now and again to warm the

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CLUB NOTES

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frozen yachtsmen.

In the Spearheads, Jim Horn sailing *Trident* led from start to finish. Dave Denley made up four places during the race to finish fourth and *Quixie*, sailed by D. Miller, stayed a constant third.

And thus the Philshave Trophy on scratch for the Spearheads was decided. Dave Denley with his crew Arthur Pace-Balzan, with a tenth and two seconds, became the winners, scoring 2,864 points. Second was *Quixie* (D. Miller) with 2,688 points and third the unlucky *Admetus II* (D. Harrowsmith) with 2,563 points.

The S.A.C.I. trophy for the event on handicap went to Jim Horn and his wife Peggy who sailed *Trident* which scored 2,477 points, with *Witchway* (D. Denley) second with 2,466 points and *Quixie* (D. Miller) third with 2,336 points. Mrs. Joyce Boatwright, the regatta secretary, presented the prizes in the afternoon.

In the other classes Harry Pearson took an early lead in the Finns, but was soon overtaken by Ernie Shaw. Pearson, Barry Smith and Bob Nuttall fought it out for second and third places. Nuttall came second with Pearson third and Barry Smith fourth.

Although Louis Herridge has won many championships on points, he never had the gun in his Sprog. This third race on Monday morning put an end to that. Herridge led



ABOVE: Fireballs reaching along the line at the start of the fourth race, left foreground is Albatros, Zululand Yacht Club. On the right is Firecrest, Queenstown Yacht Club.

BELOW: Ted du Plooy and his crew Dick Andrews won the Azalea Cup on Sunday morning.



TOP TO BOTTOM: Past Commodore Ron Weston (left) at the helm of *Ricochet* led the fleet on the opening cruise of the Henley Midmar Yacht Club.

Three cheers for the Vice Commodore! More Henley Midmar yachtsmen during the sail past.

The Vice Commodore Gee Bompas (nearest to camera) took the salute during the Henley Midmar Yacht Club's opening cruise.

Photos: Bianca Lavies

throughout in a very close finish with Basil Hancock who was followed by Errol Tatham.

Willem van Rensburg scored his third win in the Fireballs and was followed across by Edwards and De Jongh.

G. Ward won the Dabchicks, followed by I. Stevens and B. Morrison.

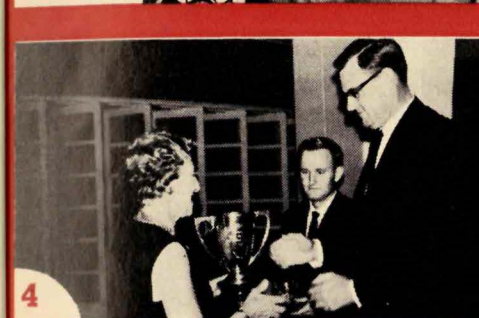
Chris Hills added a first to his two thirds in the Enterprises. Bill Davidson was second and J. Holt third.

Lunch. A large number of visitors had motored up from Durban just to have a look and the clubhouse was more crowded than ever.

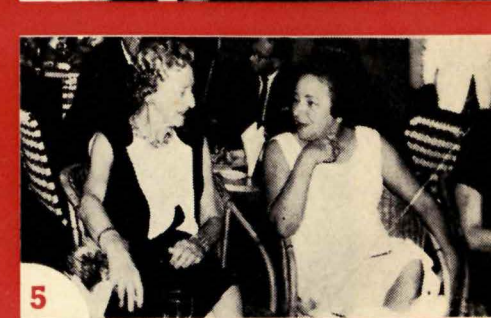
Monday afternoon. The fourth and last race for the other classes.

In the Fireballs Colin Edwards took an early lead and was first round the first mark followed by S. de Jongh. W. van Rensburg who was third, however, had taken the lead at the next mark. He never looked back and thus became the only skipper in the Azalea Regatta to score as many as four wins in his class. Following him across the line were G. Johnston and C. Edwards.

D. Durham and Ron Weston fought it out in the last race of the Sharpies. Ron took the lead at one stage, but



OFFSHORE MEN GET THE FRUITS OF VICTORY . . . PYC PRIZE-GIVING



Durham finally finished miles ahead of the fleet. Ron was second and F. Warren third.

Louter took an early lead in the Finns, but was soon overtaken by Ernie Shaw. Shaw and Morrison were very close for a large part of the race but Shaw managed to keep his lead. He got the gun with Bob Nuttall second and Morrison third. Louter retired.

Basil Hancock got the gun in the Sprogs, but unfortunately he had been over the line at the start and first place went to the next boat *Sootum* sailed by Frank Boatwright. David Hudson was next followed by Errol Tatham.

Derek Morrison won the fourth Dabchick race, he was followed across the line by G. Ward and Ian Stevens.

In the Enterprises Bill Davidson, of the Zululand Yacht Club, scored his second win. He was followed by J. Holt and C. Hills.

The prize-giving at the clubhouse—during which Mrs. Bob Lambert, wife of the president of the Natal Yachting Association, presented the prizes—concluded a most enjoyable regatta.

AZALEA CUP: On handicap: 1. *Comanche* (T. du Plooy); 2. *Admetus II* (D. Harrowsmith); 3. *Biyela* (F. Bartie); 4. *Disdain* (F. Raas); 5. *Witchway* (D. Denley).

SPEARHEADS: On scratch: 1. *Witchway* (D. Denley); 2. *Quixie* (D. Miller); 3. *Admetus II* (D. Harrowsmith). On handicap: 1. *Trident* (J. Horn); 2. *Witchway* (D. Denley); 3. *Quixie* (D. Miller).

SPROGS: On scratch: 1. *Sootum* (F. Boatwright); 2. *Stop it* (D. Hudson); 3. *See em off* (L. Herridge). On handicap: 1. *Sootum*; 2. *See em off*; 3. *Schoffische* (M. Dibb).

FINNS: Scratch: 1. *Fleur de Lys* (E. Shaw); 2. *Fame* (E. Morrison); 3. *Mickey Finn* (R. Nuttall). Handicap: 1. *Fleur de Lys*; 2. *Vino Bianco* (D. Halliburton); 3. *Fame*.

ENTERPRISES: Scratch: 1. *Pouffe* (J. Holt); 2. *Eclat* (C. Hill); 3. *Eclipse* (W. Davidson). Handicap: 1. *Eclat*; 2. *Eclipse*; 3. *Pouffe*.

SHARPIES: Scratch and handicap: 1. *Ricochet* (R. Weston); 2. *Mkonto* (D. Durham).

FIREBALLS: Scratch: 1. *Fezele* (W. van Rensburg); 2. *Firecrest* (C. Edwards). Handicap: 1. *Fezele*; 2. *Thunderball* (G. Mallett).

Midmar opening cruise . . .

THIRTY-NINE yachts took part in the opening cruise of the Henley Midmar Yacht Club on Midmar Dam. The weather was perfect—sunny with a light breeze.

The salute was taken from a craft anchored not far from the shore, having Senator Bill Sutton, the club's president, and Gee Bompas the vice-commadore on board. Commodore Joe Duveen could not be present as he has left on a long holiday.

Past-commadore Ron Weston led the fleet in his *Sharpie Ricochet* and each yacht's burgee was dipped in salute during the sail-past, with its crew giving the customary "three cheers".

The waters of Midmar Dam are expected to rise still another 10 to 12 ft.

The level is now so high that the slipway and hards used in last year's Azalea Regatta are completely under water. New ones have been built. The club is also busy erecting a judges box.

1. At the Point Yacht Club's offshore prize-giving were Mr. and Mrs. Guy Reynolds (right and centre) with Mr. and Mrs. John Handford and Mr. Jack Finlayson (left). Mr. and Mrs. Handford are former Durban residents who were on holiday from Australia to which they emigrated five years ago. Mr. Handford is a former member of the Royal Natal Yacht Club and the Point Yacht Club.

2. George Stuart, skipper of *Carina* who came first in the winter series and third in the summer series received his prize from Mrs. James Deacon, wife of Durban's Port Captain.

3. Dick Barens, the yacht and shipbuilder, received his souvenir for taking part in the offshore season.

4. Mrs. Deacon, presents the Blue Water Trophy to Malcolm Prentice, skipper of *Jolly Roger*, who won both long-distance races. Looking on is the Secretary of the Offshore Yachting Committee, David Cox.

5. Mrs. Joe Harris, wife of the Commodore of the P.Y.C., and Mrs. James Deacon chat during the prize-giving party.

Photos: Bianca Lavies

Glendee Yacht Club . . .

ASAD note, dated September 2, 1965, from the Glendee Yacht Club said: "Last Saturday, Ralph Emerton our past commodore (1964-65) died. We were very sorry to lose him. Although he had not been sailing for long, he was very keen, a good commodore. He had been on other committees for some years. Ralph Emerton was liked by all in Northern Natal and was a very good and staunch supporter of sailing in these parts. We shall miss him."

The Glendee Yacht Club, whose members sail on the Tom Worthington Dam, eight miles out of Dundee, had its opening cruise on September 12.

The club reports that it now has an *Enterprise* in its fleet. It is *Echo*, which has been bought from a yachtsman in Kimberley by the Deats family who are newcomers to sailing.

Another novelty is that the club now has its own post-box and anyone who wants to write is asked to address mail to the club's secretary, Ron Swegman, P.O. Box 75, Dundee.

Members of the Glendee Yacht Club have been busy bringing about improvements during recent months. Six new boat shelters have been built, a rescue launch has been acquired, the facilities of the clubhouse have been improved and a start has been made with the building of African quarters.

Their regatta, which this year for the first time will be a combined effort of all Northern Natal clubs called "the Northern Natal Championships", will be held on the Tom Worthington Dam on December 16.

The club's commodore, Mr. H. Weirmann, in his *Sprog Svetlana*, recently took part in the opening cruise of the Ladysmith Boating Club. Another *Sprog* taking part was Jimmy Marshall's *Shisa*, which he has recently bought from D. Meyer.

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more CLUB NOTES

(Continued from page 27)



PEOPLE I MEET ON THE WATER (1)

By Bianca Lavies

TAKING part in the opening cruise of the Henley Midmar Yacht Club was Walter Muir in his Loch Fyne dinghy—see picture above.

Walter Muir is a marine painter who has travelled with his caravan and his dinghy to "wherever there is water", as he puts it.

"My boat goes wherever I go, and it has by now travelled more than 2,000 miles." He took up his hobby full-time when he retired.

Walter Muir mainly does marine scenes in oil and pastels, and also likes doing portraits in crayon.

Where does he live? "In my caravan, which is based nowhere in particular, although for the next six months I have hired a studio in Plettenberg Bay."

DURBAN DOINGS . . .

By Bianca Lavies

DURBAN'S new racing season starts a bit later this year, October 2, under the burgee of the Royal Natal Yacht Club.

During the season three courses will be tried out as an experiment. It is planned to use these in the National Regatta to be held in Natal in 1967.

The other racing courses will be the same as in previous years, with a few minor alterations.

The experimental courses for the regatta will be the usual

eight or nine miles. A novelty is that a committee boat will be used at the start, which for an easterly course is at M 22, for a southerly course near the Island, and for a westerly course near Fish Jetty.

The season will continue until Easter. The Royal Natal Yacht Club will have three more races after the Easter regatta and then the summer series will end.

* * *

Mrs. James Deacon, wife of Durban's Port Captain, presented the prizes at the off-shore prize-giving held during a cocktail party at the Point Yacht Club.

The main trophies were the Urban Campbell Cup which was won by David Cox, who skippered *Sun Rose*, and the Blue Water Trophy which went to Malcolm Prentice, skipper of *Jolly Roger*, who won both long-distance races during the season.

Other competitors who finished were presented with plaques.

It has been an interesting racing season, with the two smallest craft in the fleet—*Jolly Roger* and *Psyche*, C. Cole—sailing very well and battling it out through both the summer and winter series.

Another leading craft was *Carina*, G. Stuart.

The results were, summer series: 1. *Psyche*, 2. *Jolly Roger*, 3. *Carina*. Winter series: 1. *Carina*, 2. *Jolly Roger*, 3. *Psyche*.

The 30-square metre series was won by *Mariquita*, sailed by W. Hancock.

* * *

The Island Sailing Club held their annual prize-giving at their clubhouse for the last time before their move. There were nearly 200 people present. Among the distinguished guests were the Port Captain, Captain C. A. E. Deacon, the Mayor, Councillor Vernon Shearer, Councillor Joe Ash, the Commodore of the Bluff Yacht Club, Mr. Bob Lambert, President of N.Y.A., and flag officers of other Durban yacht clubs.

Betty Hayes, who crewed in Sprogs during the P.Y.C. and I.S.C. racing series, received the Betty Hunt Trophy for the most outstanding yachswoman of the year.

The Thomas Dabchick Trophy was won by Bruce Morrison, the Whittaker Cup went to Ian Stevens and the Finn Anderson Trophy for senior starts and finishes was won by D. Forrest.

Bob Nuttall won the Finn Trophy, Rienk Duursma the Combined Class Trophy, and Nicky Korving the Sprog Trophy.

The Korving Trophy, for perseverance in Dabchicks, went to Ian Stevens, and Derrek Morrison won the Mancum Trophy for the most improved skipper of the year.

Bluff Yacht Club . . .

FOR the seventh year Councillor Joe Ash was elected Commodore of the Bluff Yacht Club during the club's annual meeting.

The other flag officers elected for the coming year were: Mrs. Joe Lewis, Vice-Commodore and Bert van Dijk, Rear-Commodore. On the committee are Dr. A. Cohen, Dr. A. Schikking, W. Warburg, F. Morrison and Dr. J. Clyde. The Sailing Secretary is Bob Ornsby.

In his speech the commodore remarked on the fact that the committee was the one of his choice and its strong support, he felt sure, would provide the strength needed to overcome any difficulties the club would have to face in connection with its move.

This move was the main issue at the moment. An extension had been obtained allowing the club to remain at its present premises until the end of September.

"The site the club will move to will be the originally-allocated site," he said. "Unfortunately, through unforeseen developments, the lease on this site had to be reduced from ten years to three or possibly four years."

Because of this, the Railways had decided not to continue with their offer to the corporation to lease the 22 acres, but to deal direct with the clubs.

Mr. Ash said that at the end of the three to four years

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SAWSA BULLETIN (Continued from page 31)

cause of skiing.

"I wish to shout the alarm," is his introduction, and he goes on to cite the disadvantages of the present system of competitions, that is lack of public interest, immense and unwieldy organisation by the clubs and bodies concerned, with poor profit results and, lastly, uneven judging standards regarding style.

There is a great deal of truth in all this.

Our Springboks have seen the low attendance (except in the U.S.A.) by members of the local public, even at big cities like Vienna, Rome and Amsterdam. Our skiers have also experienced the inconveniences of lengthy large-scale organisation.

M. de Backer is quick to point out remedies and these may affect South African skiing in future years more than a little. His plea is for:

- (1) shorter competitions with less contestants;
- (2) holding men's, women's and junior championships at different times;
- (3) cutting out the "points-for-style" system in tricks and jumping. (This is an obvious move. At present it is possible for the top distance- or point-rating skier to lose the title to a lower-scoring skier with better style. Surely the farther the jumps, the better the jumper, anyway);
- (4) an increase in minimum standards with the exclusion from competition of countries whose skiers cannot shape up to these increased standards.

The last item is a contentious one, as many will agree.

The minimum world standards are already high for the younger federations, which include South Africa. If the standards are raised to exclude all federations but the top five or six, the spreading of knowledge and techniques will suffer a considerable setback.

This is a critical factor in the growth of a country's water-skiing nucleus. The rise of our own Springboks' prowess would not have been nearly so satisfactory without initial participation in overseas events, and subsequent contact with the top exponents.

Whatever the changes, therefore, we hope that provision will be made (in a lower grade if necessary) for international competition that is really representative.

1965 European Championships

FROM some of the results of the above Championships it appears that standards achieved were by no means low this year. Springboks Alan Doggett and Lester Bloomberg put up some fine individual scores, but did not gain high placings in spite of this.

Alan placed 14th in the European Slalom, with $3\frac{1}{2}$ buoys at 38 m.p.h. the event was won by Italian maestro Tommy Bernocchi, who achieved $5\frac{1}{2}$ at 38 m.p.h. with 12 feet off the rope!

Lester's trick run of 2,200 points was also unplaced, although a good run by home standards.

Both our boys competed in the Dutch and Scottish Championships as well—Alan doing well in the latter event to score second overall, in spite of a foot injury which prevented him from jumping his usual distance.

He scored 2,870 points in tricks, all the same.

Much of the competition which will be present at the world tournament, skied at the European—which will give our skiers a good idea of what they will be up against in Australia. All this is invaluable experience and helps to move our Federation up the ladder to water skiing success.

SPRINGBOK WATERSKI PROGRAMME

October will be a month to remember for Manager Mike Camberg and his team of Deirdre Barnard, Theo Nel, Alan Doggett, Peter Collard and Lester Bloomberg. Their training will take place at Germiston Lake, from October 12 to 18, when they leave on a Qantas flight for Australia.

Their Colours will be presented to them by Mr. Frank Braun, Chairman of the S.A. Olympic and National Games Association, at a farewell party on October 16.

The world tournament will be run between October 22 and 31, after which the team will return—arriving on November 7 with, we hope, a trophy or two in the bag.

more CLUB NOTES

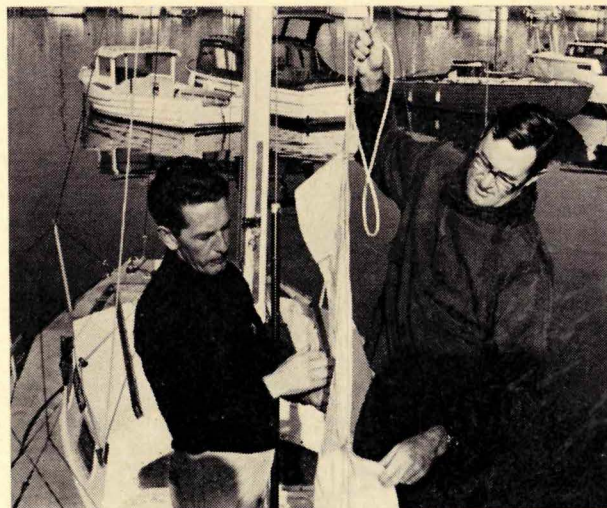
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on the temporary lease the Railways hoped to have the permanent site ready, at the end of the bay.

The Bluff Yacht Club would move to its temporary site as soon as the Railways had levelled the site, marked it and put in the roadway as promised. Contractors had been approached about dismantling the property and erecting it on the new site.

The club's finances were sound, but it was expected that a lot of money would have to be spent on the move. Members were shown a sketch of the club's proposed floating clubhouse.

Before moving, the club was planning to hold a party to which the Mayor, the Assistant Manager of Railways, the Harbour Engineer and other would be invited.



Advertising practitioner Paddy O'Byrne practises learning the ropes with skipper Malcolm Prentice aboard Jolly Roger before one of the Point Yacht Club's offshore races. The 23-footer is one of the smallest in the Little Ship fleet.

DAWN PASSET on the High Veld

THE yachting season is now well and truly under way with all Transvaal Clubs having launched their fleets, with most boats having been beautifully done up in the off season.

Florida Yacht Club were first with their opening cruise on August 21. The wind was favourable and a short informal race was held immediately after the sail-past, which was taken by Brian Haynes. It is becoming standard practice at Florida Yacht Club to invite the local Mayor and Councillors interested in yachting to events such as Opening Cruises, as their club exists by the "grace" of the Municipality.

Having a Mayor, complete with "chains", about the place certainly has the effect of making an opening cruise very much more formal and speeches become the order of the day.

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The grandest turn-out of boats and visitors for an opening cruise was at East Rand Yacht Club. Their whole shore, which is beautifully lined with shady trees, was packed with yachting enthusiasts.

East Rand is one of the few clubs where conditions are favourable for spectators. Some of the buoys are very close to the shore with the result that one can watch activities without binoculars. The trees and lawns make life comfortable for spectators.

An interesting feature of East Rand's opening cruise was the fact that no one was allowed to leave the water until the Commodore came ashore. The reason for doing this is not quite clear, but one thing was obvious and that was that everyone was thus ensured a fair share of the enormous quantities of cake and goodies set out on tables in the Club house. Les Wahl is this year's Commodore at East Rand.

Victoria Lake Club was one of the last clubs to have an opening cruise and this being held over the long week-end of September 5-7, when two regattas were being held simultaneously, meant that the turnout was greatly depleted.

Murray Park Yacht Club . . .

ILLUSTRATING the intense watersport activity and growth in the Transvaal is the newly-formed Murray Park Yacht Club on the Geduld Dam at Springs.

The club was formed early this year and boasted a dozen assorted sailing craft (on a water which is restricted to non-powered craft only) and no facilities. During the winter season the Town Council of Springs granted land to the yacht club at Murray Park and improvements to the area were started immediately.

The opening cruise on September 12 proved the need for another club in that part of the world, as at that date they could claim no less than 36 boat-owning members. Their facilities are still embryonic, but they have erected a tamper-proof boat enclosure and a flagstaff and are working on slipways and a hard.

Regular racing takes place on Sundays for Enterprises, Sprogs, Tempos, Dabchicks and the O Class.

The secretary is Helen Howard-Baker and her address is 29, De Wet Street, Brenthurst, Brakpan. Phone 55-4270.

Van Nimwegen Trophy . . .

THE Van Nimwegen Trophy is an annual yachting event for the Finn Class, intended mainly for inland Finn skippers, and is sailed early in the yachting season. Its Durban counterpart is the Finn Glinane Week which is usually held over Christmas.

Last year the Regatta was held at Loch Vaal and at the time the next venue was stated to be Transvaal Yacht Club at Hartebeespoort. However, Jan van Nimwegen felt that the regatta should be held on open waters with no "local" conditions. He mentioned that the venues for the bigger yachting events in Europe are chosen in this way.

As only two sites in the Transvaal can be considered as open waters, namely Boskop and Vaaldam, Vaaldam was selected as it is more accessible to the Free State and even possible entrants from as far as Durban.

The fact that the Transvaalers attend many Durban regattas and that Durban skippers seldom come to inland regattas is a sore point. However, inland skippers certainly obtain more experience by travelling as was shown by the Lourenço Marques Regatta results.

The venue for the regatta was in the Transvaal Nature Reserve, which is well wooded, but has limited facilities.

The result was that this Regatta was a grand "bachelor"

party with few women to be seen. Travelling backwards and forwards was not to be encouraged because of the 20-odd miles of dirt road.

The regatta itself went off very well with the bridge being expertly run by B.O.A.T., with Sandy Goldie in charge. It was decided to have a course very similar to that used at Lourenço Marques, with marks being laid at the start of the race. Therefore a few unusual things happened, such as start lines being altered just before the race and last-minute adjustments being made to the weather mark as the leading boats were approaching!

Wind varied from one extreme to the other. On the Saturday it was a light, steady breeze. On the Sunday morning it was very nearly a drifter with the wind varying in direction and blowing only in patches. The Sunday afternoon was also light, but blew up later into a storm right at the end of the race. A strong wind blew throughout the race on the Monday morning.

Interesting points during the Regatta were as follows:

In spite of the variety of wind conditions, wooden boats whether by coincidence or not, did exceptionally well, with all races being won in them. Results except for the first position proved unusually erratic.

Top skippers whom one would have expected to sail consistently were all over the place, the best example being Harvey Blogg who came tenth in the tune-up, sixth in the first race, twelfth in the second race, second in the third and fourth in the fourth, nevertheless he managed to finish third overall.

Jan van Nimwegen did not do nearly as well as expected either and came only seventh overall. Many skippers simply did not settle down to steady racing.

With very light conditions when the wind is patchy there is always a certain amount of luck involved, but even ignoring this when the wind blew hard and steadily there



Hellmut Stauch beat the national champion Harvey Blogg and a lot of other talent, to take the Van Nimwegen Trophy for the fourth time, in Carmen's Finn Forelle—a splendid vindication for perhaps the countries most assiduous supporter of top-class sailing, in spite of a tremendously-demanding professional life.

Photo: Dawn Passet

were many unexpected results. Typical examples were Karel Bos, the Flying Dutchman skipper sailing a Finn for the second time, who came fourth in a boat lent to him by Wibo Zwart—and this was in a light steady breeze.

A real surprise was when Hodgen won the second race.

Archie Park-Ross who came all the way from the Free State, astonished us with the way he sailed his Elvstrom Finn. He finished fourth overall. In fact no one has ever seen him sail this fast!

Rob Tainton was another surprise in that he has not been sailing a Finn for long, yet finished fifth overall, coming third in the first race. Nic Holdsworth did well, especially in the heavier weather and had a very good second in the last race.

The grandest capsize of the regatta was performed by Melville Milner, a newcomer to the Finn Class, who capsized on the finish line, when a squall caught him on the run. He nevertheless finished the race after carefully pick-

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ing up all his bits and pieces from the water.

Mr. McCrae nearly damaged his boat seriously when his whole mast step broke out from the bottom of the boat, pulling away large pieces of veneer in the process. Fortunately the mast did not come over completely and take the deck with it, which could easily have happened.

Anyway the Van Nimwegen Trophy was once again won by the "Old Fox" Hellmut Stauch, so Transvaal Yacht Club's monopoly on this piece of silverware continues. The race has been sailed for five times and the only other person whose name appears on the trophy is Wibbo Zwart who came second in this regatta.

The results were as follows:

1. Forelle—H. Stauch.
2. Fantastica—W. Zwart.
3. Frivola—H. Blogg.
4. Lula—A. Park Ross.
5. Prosit—R. Tainton.
6. Puffin—Hodgen.

Transvaal Championships

BOSKOP Yacht Club frantically prepared for the Transvaal Championships at their club on the week-end of October 9, 10 and 11. Alterations to the existing club, bridge and ablution blocks were made to cater for yachting guests. As Boskop is about 70 miles from Johannesburg many people made use of the camping sites or, as in the past, many other yachtsmen hired caravans from Potchefstroom.

Dennis Hammerschlag

DUE to Dennis Hammerschlag's recent setback in health, he will be retiring from his legal practice in Springs and be moving to the Cape, where he plans to continue sailing, but less strenuously in keel boats. Dennis has been an extremely active member of the East Rand Yacht Club and in yachting circles in the Transvaal generally. East Rand have decided to make him an Honorary Life Member and he is the first person to have been accorded this honour since 1948. ■■

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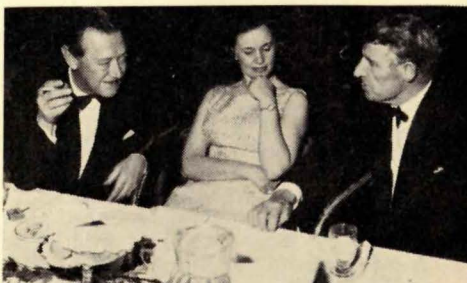
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ROYAL CAPE Y.C.'S DIAMOND JUBILEE BALL

TOP: Mrs. H. H. Biermann, wife of the S.A. Naval Chief of Staff, Admiral Biermann, dancing with the Club Commodore, Mr. Ronnie Chedburn.
BOTTOM: Mr. and Mrs. W. Ramsbottom, Jane and John Rattigan.

TOP: Mr. Basil Lindhorst, Mrs. George Deal, Mr. Jack Nosworthy.
BOTTOM: Mr. and Mrs. Alan Duncan, Mr. Jock Gray, Mrs. M. Ozinsky, Miss Heather Duncan.

TOP: Col. S. H. Jeffrey, Mrs. E. W. Jubb, Cdr. Freddie Windsor.
BOTTOM: Mrs. Sylvia Annett, Mr. Alan Gregory.
Photos: David Baker



NEWS OF CORSAIR II

IN April 1964 *Corsair II* left Cape Town and she arrived in the Mediterranean in May. She then spent two months in cruising in the western Mediterranean. She was laid up for the winter in San Stefano, Italy, from August 1964 to March 1965.

She left San Stefano for Fiumicino in April this year, where she picked up her owner Stan Jeffrey and members of his family. The skipper, Des Willans, has been with the ship since she left Cape Town. Rowan Pape and Paul Schipper, both from Cape Town, became members of her crew and they are still with the ship.

From Fiumicino *Corsair* had a good run down to Sicily. Then through the Messina Straits and past the port of Italy to Cooper in the Adriatic.

From Cooper by way of Ithaca she passed through the Gulf of Corinth to Pireaus in Greece, where she arrived 10 days after leaving Fiumicino. After a few days in Pireaus she set out around the Southern Aegean, calling at Hydra, Rhodes, Mikonos and many other islands.

In the month that Stan Jeffrey and his family were on board *Corsair* covered 2,500 miles of delightful island sailing.

When the owner left *Corsair* in June of this year, he turned her over to Hein Schipper, Hein's wife and Eric Jurriaans (who owns *Malagas* at R.C.Y.C.). With the same skipper and crew as before, she left Zea in Pireaus for another cruise of the Aegean islands, this time starting with the Northern Group and making ports of call on the Turkish coast, proceeded back to Pireaus via Rhodes, Crete and Hydra.

During this period unseasonable Meltemi winds gave good sailing, but some rough inter-island passages.

On July 15 Hein Schipper's party left the ship and she was joined by "Polly" Policanski, Dr. Davids and John Burnwood. She left Pireaus for Hydra, Crete and west-about past Peloponesia to Malta.

From Malta she will go to Sicily, Sardinia and Corsica and thence to the Balearic Isles, Spain and Gibraltar.

After five months of hard sailing in the Mediterranean, *Corsair* will be recommissioned in preparation for her departure for the West Indies in October. From November to March 1966 she will cruise the Caribbean and western Pacific.

Stan Jeffrey hopes that *Corsair* will be back in R.C.Y.C. some time in 1967. ■■



ABOVE: Cedric Manson's *Sakabulu* winning the first race, with crewman O. Lindemann hanging well out. Manson was the overall winner and first Highveld Champion.

BELOW: The Highveld Sprog Championship Trophy donated by Phyl Pearce. Photo: Struan Robertson

OPPOSITE, AT VAALDAM:

TOP: Margaret and Rob Tainton at the Finn Regatta, Vaaldam.

BELOW: Vrystaater Archie Park-Ross collecting his silverware after the Finn Regatta. Photos: Dawn Passet



Highveld Sprog Championships

THE first Highveld Sprog Championships Regatta was held at East Rand Yacht Club on Cinderella Dam, Boksburg, over the Settlers' long week-end. With 39 entries and excellent organisation by the E.R.Y.C., it was a great success. There was no intervention from other classes and all were unanimous in declaring that a "One class" regatta was ideal.

Don Ord, Al Leenstra, Glyn Graham and John Tainton forsook their Flying Dutchmen and competed in borrowed Sprogs. Don was probably the most unlucky skipper there. His mast step broke in the first race and he had to retire with a large hole in his deck. He followed up with a second and a first and was well in line for the trophy, but hit a mark while lying well-placed in the last race.

A Gorps Guzzle was held on the Saturday morning in a pleasant westerly and was won by Paddy Pearce in *Sarissa*. In the afternoon, in a slightly stronger wind, the first round was keenly contested. A buster caught practically the whole fleet on a dead run and cut a half-mile long trail of cap-sized and dismantled boats. Several aluminium masts were bent or broken.

Brian Theunissen, in *Smyturn*, managed to stay up and performed a spectacular kite right in front of the clubhouse, leaving a 100-yard long wake that would have done justice to a racing hydroplane. Spectators did not believe a Sprog could go that fast and one swore that the spray from Brian's bow wave hit him from 30 yards away.

Cedric Manson in *Sakabula* took the gun in this race with John Tainton's *Stride* second and *Shadoo*, Paul Helmbold, third.

The wind was disappointing for the second race on the Sunday morning and in light conditions the first three places went to *Sintu*, Jack Graham, *Sieeda*, Don Ord, and *Stride*, John Tainton. In the afternoon the wind improved and Don Ord came in first with Paul Helmbold second and John Tainton third.

This left six possible winners to be decided on the fourth and last race, after allowing for one race to be dropped, with Don Ord the favourite. Monday dawned with a small north-easterly gale gusting up to 35 m.p.h., but this moderated before the start of the race which was sailed in ideal Sprog winds; strong and gusty. Cedric Manson pulled well ahead early in the race and won convincingly from

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Highveld SPROGS

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John Tainton, with Brian Theunissen sailing *Smyturn* into third place.

The first Highveld Champion was therefore Cedric Manson in *Sakabulu*. Second place went to John Tainton in *Stride* with a tie for third place between Jack Graham in *Sintu* and Paul Helmbold in *Shadoo*.

The usual Sprog spirit prevailed throughout, with im-

Sprogs running. The nearest boat is Don Ord's borrowed *Sieeda*.

Traffic jam on No. 1 buoy. Al Leenstra in *Swansong* comes round ahead of *Setlagoli* of Mike Tarboton of Bechuanaland (594), while D. Lown's *Strathspey* (640) cuts in behind.

mediate retirements on infringements, and was thoroughly enjoyed by competitors and spectators. The B.O.A.T. ran the bridge with Henry Lindemann as judge. Doug Forte was a very capable regatta secretary. A magnificent Highveld floating Trophy was presented by Phyl Pearce, the Sprog Association secretary, out of the R100 voted to her at

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the last annual meeting of the Association.

There was a dance at the clubhouse on the Saturday night with model Sprogs, each with the individual competitor's racing number on the mainsail, at the various tables. These models were a great hit and everyone took their home. On Sunday evening a wine-and-cheese party was held. After a hard day of water, wind, and sun, the wine was declared very relaxing.

Paddy and Phyl Pearce winning the Gorps Guzzle in *Sarissa*.
Photos and report: Struan Robertson

Wilf and Dulcie Woolfson, in trouble at the first buoy, are passed by Glyn Graham's *Sebastian*, while Brian Theunissen prepares to round up.

There is little doubt that the success of this regatta has qualified it for a permanent place in the sailing calendar. It will continue to be held every Settlers' Week-end somewhere in the Transvaal or O.F.S. Highveld. The only disappointing thing was that not a single entry was received this year from the O.F.S. with the result that it will probably again be held in the Transvaal next year.

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