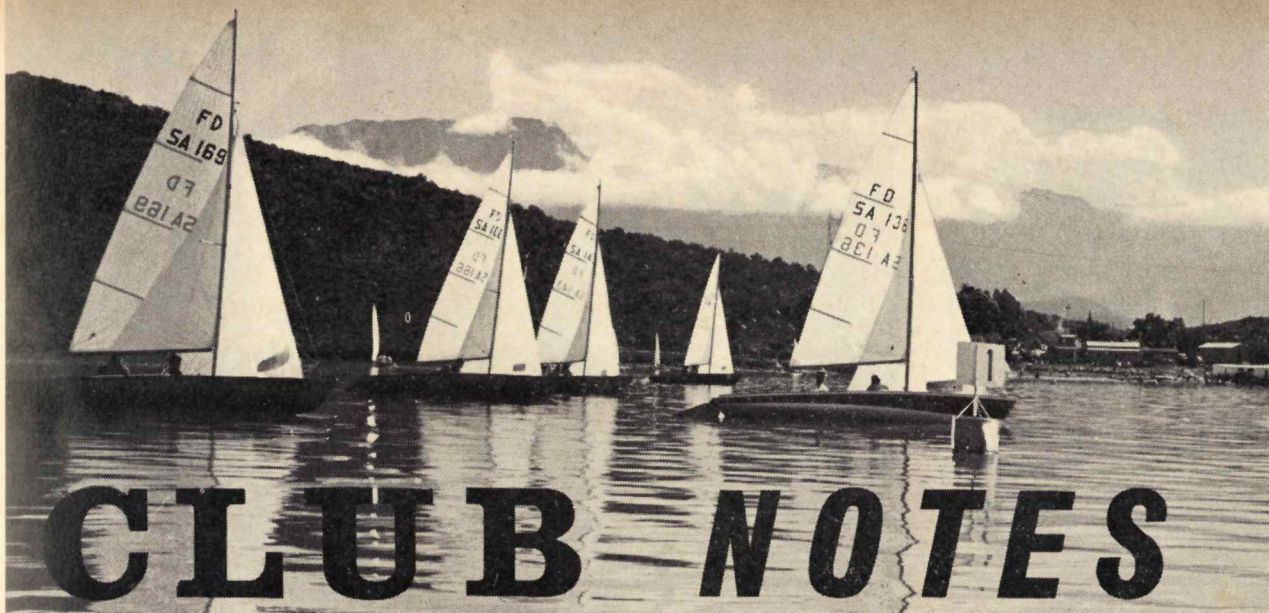




Flying Dutchmen lazily round number 1 buoy on Worcesters Lake Marais, one of the most beautifully-situated stretches of sailing water in the Republic. In the distant background is the clubhouse of the Worcester Yacht Club.

Photo: Peter Bacon

The Cape Scene . . .

By PETER OLDROYD

WITH the Royal Cape Yacht Club season now over, and Z.V.Y.C.'s well on its way, the centre of racing activity has moved inland. Club Championships are now over, held as usual during the early part of the season before the reign of old man south-easter begins. F.D. winner was Noel Tunbridge in his beautiful new yacht while Graham Garlick and Denis Woodward had a close run for second place.

The Sprogs had a great fight, with Mike Kearney ultimately winning from a strong field including National champion Gerhard Koper and former champion Stan Midlane and Colin Forster. Hats off to Mike for coming from behind and clinching the series in the last two races.

The Finns had another of their closely-fought regattas. At no stage did any one have a decided advantage, either in points or time, but ultimately Eric Bongers succeeded, Geoff Myburgh being second and Lionel Fridjohn third. There is an air of almost fanatical determination among Finn men down here to do well at the coming National Regatta and they are certainly having some close racing.

The whole series, as well as a Class Week-end a few weeks later, was well organised and particularly popular was a large "score board", the brain-child of the ebullient chairman of sailing, Geoff Patterson, which generally had a crowd of pundits around it analysing things.

Another event just over is the annual inter-schools race, sailed for by team of three boats, the Dabchicks. In all there were 45 yachts out and their brightly coloured sails made a lovely picture on the vlei. The weather was not too kind and the rescue boats were kept busy, but happiness was again restored at the traditional "bun-fight".

Winners of this coveted trophy were the Wynberg Boys "A" team, with Monterey second and Rondebosch Boys third.

Among coming events, apart from normal weekly races are the Inter-Club races for F.D.s and Finns, the latter being a recent innovation. The F.D.s sail for the Halloween Trophy presently held by R.C.Y.C., but Z.V.Y.C. has fielded this year. It is expected that at least five teams will compete. The Finns have arranged a rather complicated programme and one must reserve judgment till afterwards to see whether successful or not. However, more of this anon.

Although not racing seriously R.C.Y.C. is still fairly active. Most week-ends there are at least 10-15 yachts out for a sail and the winds over the past few months have been particularly good. A dinner was held a few weeks ago for the contestants in the Gansbaai Ocean Race, at which skippers who completed the course were presented with

commemorative plaques, and a merry affair this was as well.

The One-Design fleet is slowly gathering strength with a couple of new hulls ready for launching in the near future. Big news for the class is that Ivor Jamieson has his 30 square metre *Tarpon* up for sale and is definitely entering into the O.D. ranks. It will be most interesting to see how Ivor shapes in this class.

The regatta committee for the 1966 National are, as is usual for committees of this nature, having to work extremely hard.

About 200 boats are expected and more than 500 people and accommodation is of course a great problem. All races will be sailed on the "inner course", this being slightly more sheltered than the "outer course" used for some classes during the last Saldanha National, and all that this regatta needs is good weather to be a great success.

Worcester Regatta . . .

AN annual event held for ten years at the Cape is the Worcester Open Regatta, generally about the beginning of October. It is a popular affair on Lake Marais, which must be one of the finest stretches of sailing water in the country. The delightful clubhouse with its green lawns gives a perfect view of the water with a backdrop of high mountains that are occasionally snow-covered.

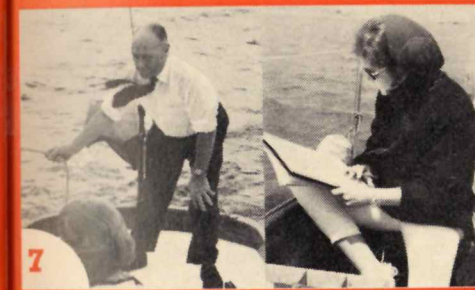
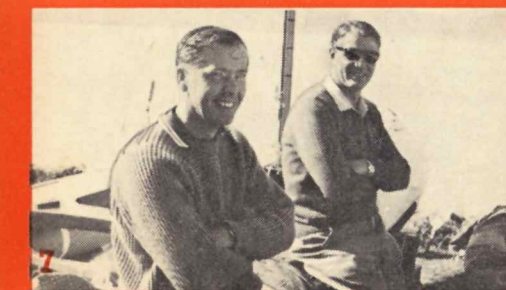
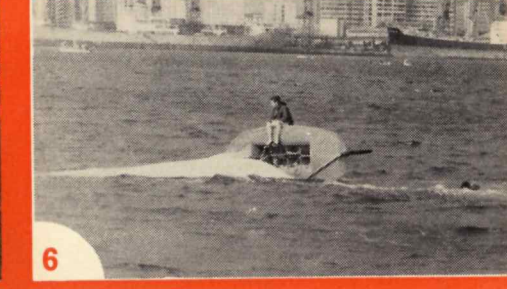
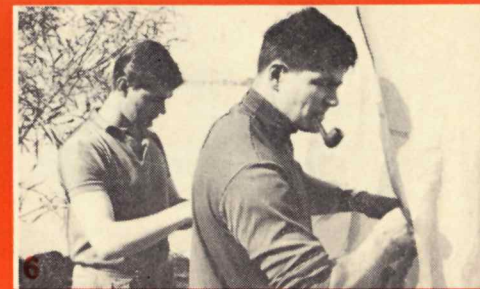
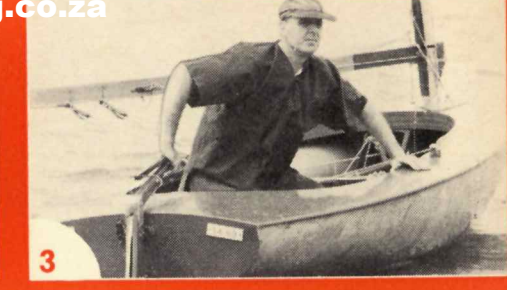
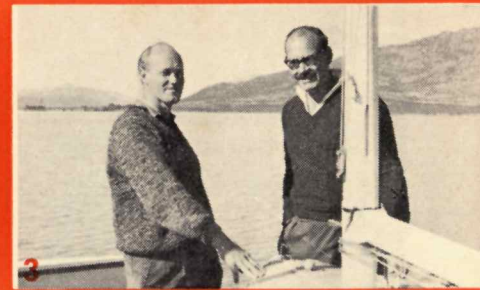
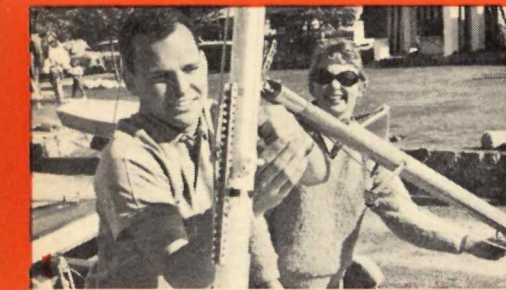
The main event on the programme has for a number of years been the K.L.M. Trophy for F.D.s, this year supplemented by the W.P. President's Trophy for Sprogs and Brandwacht Trophy for Finns. Entries, however, were disappointingly low, particularly with only 15-odd Finns, but the racing was keen with a variety of winds over the five races ranging from 20 knots—to flat calm, the average being about 8-10 knots.

Several of the Cape's better-known Finn skippers were absent, but the Geoff Myburgh performance with four firsts and a second was still a fine one. In one race, in a virtually flat calm, the Finns started after the F.D.s and by the finish Geoff had drifted well ahead of the leading F.D.s. Second overall was Lionel Fridjohn, who took first place in the one race when it really blew, but although close at times to Myburgh, never really looked like winning. Third was the Mossel Bay skipper, Melville Stephens, with a consistent 3.3.2.5.Ret. as compensation for his long journey to the regatta.

The Sprogs entry of more than 20 had a fine tussle, but throughout Gerhard Köper had the upper hand and finished with three firsts, a second and a third. Köper was, however, hard-pushed all the way, by both Colin Forster and Mike Kearney, who were generally in a position to take advantage of any little mistake.

Of the F.D.s, Noel Tunbridge, sailing his newly-launched

(Continued on page 44)



1. Graham Gooding and Shirley Fitton rigging her Sprog Shiheda at the Worcester Regatta.
2. "Pikie" Fitton crewed for "Hoogie" van Hoogstraten in F. D. Taderoli.
3. Finn exponents Geoff Myburgh, Z.V.Y.C. Commodore, and Lionel Fridjohn.
4. Adrian Van't Hoogerhuy's who brought down his new M.S.M. Finn, Fickle.
5. Colin Foster with Skedaddle (National Sprog Champion 64) helped by his crew Alan Serritslev.
6. Tony Humphries (with pipe) and Brian Hallock who raced Ken Warr's FD Cygnet.
7. Dennis Woodward and George Colebank relax after a hard day's night!
8. William Combrink and his crew Malcolm Reynolds rigging Squall Rider.
9. Tuning Sampan's rigging—in the able hands of Skipper Stan Midlane and Terry Gilman.

boat, and Peter Oldroyd had a dour battle. Tunbridge was disqualified from one race, thus helping Oldroyd, but overlooking this each clocked two firsts and two seconds—the difference being a retired against a fifth. Denis Woodward was a consistent third, while Graham Garlick, generally well-up, had rather an unlucky regatta.

Full results are:
K.L.M. Trophy: 1. *Aeolus* (P. Oldroyd), 2. *Marauder* (N. Tunbridge), 3. *Lochinvar* (D. Woodward).

W.P. President's Trophy: 1. *Shea* (G. Köper), 2. *Ske-daddle* (C. Forster), 3. *Shuvoff* (M. Kearney).

Brandwacht Trophy: 1. *Fierie* (G. Myburgh), 2. *Flamefin* (L. Fridjohn), 3. *Fumbelina* (M. Stephens).

Dabchick Trophy: 1. *Dinky* (P. Coleman), 2. *Miss Muffet* (M. Sterline), 3. *Chaos* (G. Hill).

Peter Oldroyd.

(Continued on page 46)

1. The smartest crew in the Durban opening cruise was Ingwe's. They wore light blue sweaters bearing the boat's name and light blue slacks. Fourth and fifth from left in bottom row are Mr. and Mrs. Gerry van Weers, Ingwe's owners.
2. The crew of Hjalmar in the opening cruise.
3. Harry Pearson in Fizzy.

4. to 6. Three sequence shots in a spectacular mishap in the opening cruise when the mast of Eric Dokoupil caught in the flag-halliard of Ingwe. The Spearhead was towed along at great speed in the stiff breeze, losing her skipper overboard, till the halliard broke and the dinghy capsized. Picture 6 shows a rather puzzled crew sitting on top and working out what exactly went wrong.

- 7a. Durban's Port Captain, Captain James Deacon, on board Snowgoose. Mrs. Eileen Stuart helps the judges when their yacht Carina was committee boat for the second race of the season.

8. The Commodore of the Royal Natal Yacht Club, Gordon Neill, takes the salute on board his Royal Cape One Design yacht Thekwini.

- 9a. Mr. Rupert Ellis Brown, Honorary Commodore of the R.N.Y.C. and Honorary Life-President of the Point Yacht Club, taking part in the opening cruise on board Snowgoose.

10. Gladwin Westwood and his daughter Gwyneth were a keen pair in the series of Enterprise family races.

11. The Ken and Megan MacKenzie trophy was presented for the first time to the winners of the Enterprise family racing series, Glen and Hazel Lawson.

12. Basil and Denise Beavan.

13. L. de Villiers and D. Forrest of the Island Sailing Club.

14. Grant Ross (left), who crews for Dave West, and Mike Morris who recently bought the Sprog Suki Yaki.

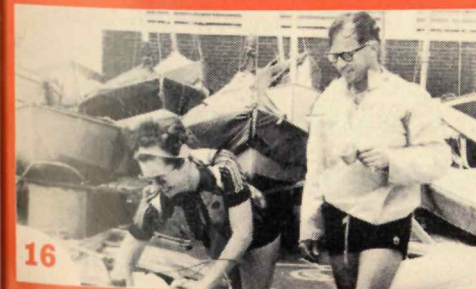
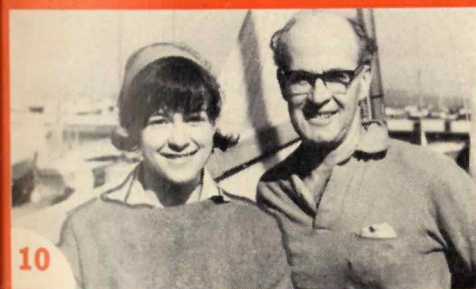
15. Enterprise skipper Rick Proctor (right) and his crew Walter Mapham.

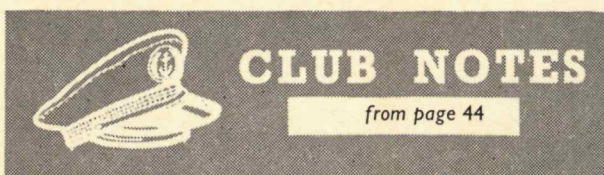
16. Mr. and Mrs. John Drennon after a wet race.

17. Richard Garrett and crew Deirdre Pratt after a sail in the university Sprog.

18. Dave Cox and his crew Doug Wilson (left) after winning the Sprog championships in the first races of the season.

Photos: Bianca Lavies.





Glendee Yacht Club . . .

THE Glendee Yacht Club reports a very successful opening cruise with five yachts visiting from Escourt, Ladysmith and Newcastle, which included their commodores: Con Clarence (L.B.C.), Hup de la Poorte (Newcastle) and Hector Turner (Escourt). Nine local craft took part in the sail past.

Soon afterwards several Glendee yachts took part in the opening cruise of the Newcastle Aquatic Sports Club.

The club started their racing programme with the first leg for the Windy Prize, followed by the first leg of the Commodore's Cup the next day. The club's annual regatta will be held on December 16, 17.

Membership of the Glendee Yacht Club, which was formed in 1957 and sails on the 65-acre Tom Worthington dam, eight miles from Dundee, stands at 78. There has been an increase in the past three years of 23. Their fleet register has 19 craft, four Sharpies, three Sprogs, one Fireball, one Enterprise, one Dabchick, four Graduates, one Hornet, one Dolphin and three powerboats.

Henley-Midmar Yacht Club . . .

THE first event after the Azalea Regatta was a Sprog and Sharpie day, which for each class consisted of a series of three races with two to count.

In the Sprog Class there were two visitors, both from Durban: Brian Vickers and David Hudson, who recently obtained Norman Briggs's *Stop It*. Altogether there were 12 Sprogs.

David won all three races, which made him winner on scratch and handicap. Second on handicap was Brian Vickers and third Errol Tatham, who was second on scratch, and Basil Hancock third.

Of the ten Sharpies taking part, the only visitor was G. Durham from Glendee and he, too, ran away with the series on scratch. Second was J. Williams and third F. Warren. On handicap the result was C. Axelson first, F. Warren second and G. Durham third.

That day seems to have marked the end of the light breezes on Midmar Dam. It has been blowing hard recently and for the first time in the history of the Henley Midmar Yacht Club—and the Henley Sailing Club, for that matter—did racing have to be cancelled on a Sunday, two weeks before writing this, while four-foot waves were breaking on the dam.

The club has acquired its first Finn, after the transfer of Dick Halliburton from Bloemfontein. It is *Vino-Bianco*. Mrs. Halliburton shows a great interest in bridge administration and has been a great help to all concerned.

The interest in the Enterprise Class has died and there are only five left.

Six of the club's members are awaiting their order of 505s which are expected to be ready for launching at the end of the year.

Frank Boatwright has brought the Sprog *Sootum* in which he is doing well.

The sailing side is being run well by the Vice Commodore Gee Bompas, who (by the way) is running it in conjunction with a new baby son. The handicapping has been such that the results are very close. In one of the recent races half the fleet of 16 boats finished within a minute.

All regular sailors are holding their own and in the Sharpie Class Frank Warren and Willy Williams now have their handicap down to scratch. There are up to 10 Sharpies racing each week-end and competition and results are close. Most prominent are George Hawarden (*Chinook*), Frank Warren (*Machete*) and Willy Williams (*Scimitar*).

Standing out among the approximate number of 10

racers in the Sprog Class are Roger Giles (*Sigurd*), Errol Tatham (*Sigma*) and B. Hancock (*Shayele*).

Top skippers of the five Enterprises are Dave Stumbles (*Elfie*), Richard Rake (*Aphrodite*) and D. Biggs (*Anzini*).

In the Combined Class the Fireball *Thunderball* sailed by G. Mullett is doing well and the Andy *Aberfeldy* sailed by B. Tarboden. The University students are reported to be showing a great improvement in their skills.

DURBAN DOINGS . . .

By Bianca Lavies

IN a gusty north-easterly, which caused a number of cap-sizes, about 70 craft and launches saluted the Commodore of the Royal Natal Yacht Club, Mr. Gordon Neill, in the opening cruise of the Durban yachting season.

Many new craft have joined the fleet and several have changed hands. The Enterprise Class has seven new boats and is expected to have 20 on the water this season. The man who got the class going is Ken McKenzie, who now owns seven Enterprises. To each of these a skipper has been appointed for the season.

With Michael Noyce, Kenneth McKenzie organised a series of four Enterprise Family races for the new Ken and Megan McKenzie trophy.

Twelve Enterprises took part in this series and, on handicap, Glen Lawson and his wife Hazel became the winners of the trophy, which was presented by Dr. Hamish Campbell during a supper party at the home of Kenneth and Megan McKenzie. (See picture 11 on page 45).

There was only a narrow margin in the handicap results between the first three helmsmen: Glen Lawson, Don McKenzie and Gavin McFarlane.

The Flying Dutchman Class has acquired a new skipper. Mick Butcher's *Heleza* has been bought by Allan Higgins, who sails her with Mike Grose as crew. Allan owns a keelboat in England, but is sailing dinghies in races for the first time. John Sully has been overseas for a considerable time and the boats of Hugh Foord and Roger White are up for sale, with a result that this section of the fleet seems rather quiet.

Three Tempos are expected to be launched soon and three others are being built.

Spearhead *Vanitie II*, which used to belong to Robin Harris, has been sold to the University of Natal Yacht Club and Rob has bought the Finn *Faux Pas*.

A number of boats have changed hands in the Sprog Class. Brian Marwick bought Mike Morris's boat, Avril Webb sold her Sprog to Mike Smith and David Hudson is doing extremely well in the boat he bought from Norman Briggs.

To start the season the Point Yacht Club held a series of three races the week-end after the opening cruise and 55 yachts started the first race under cloudy skies and in cold winds.

Of the 13 Finns Ernie Shaw, in his recently-acquired *Fleur de Lys*, went like a train finishing each race well ahead of the others. Barry Smith in *Vanessa* was second overall and Bob Nuttall in *Mickey Finn* third.

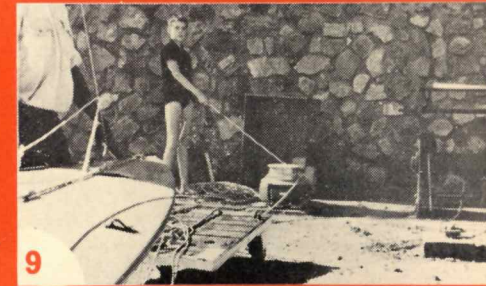
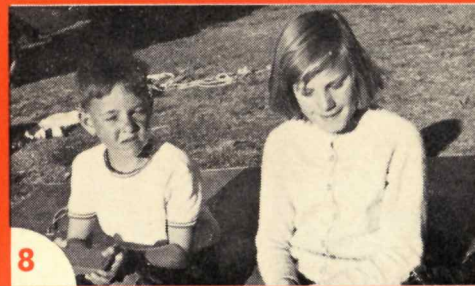
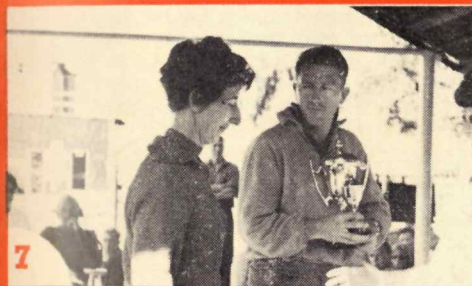
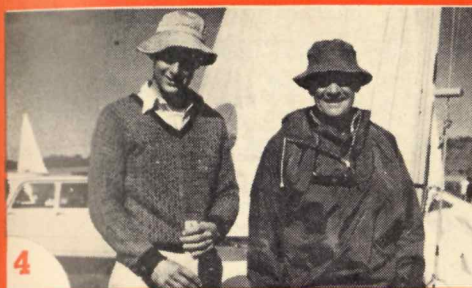
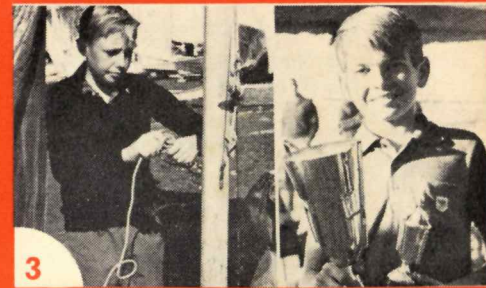
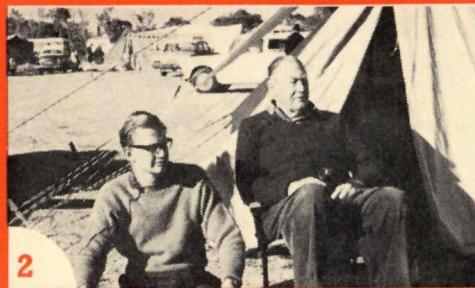
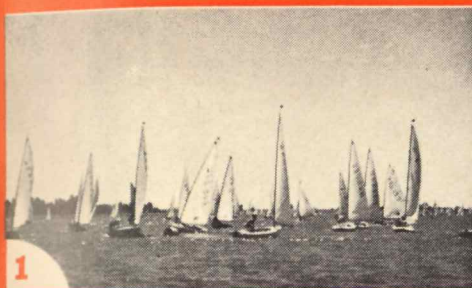
David Cox won the Sprog Class with sails made by himself, with Colin Murdoch second and Stewart Wood third.

The 13 Enterprises formed their largest class and three of the new craft swept the board, all Ken McKenzie's boats: 1. *Warp* (G. McFarlane), 2. *Pirn* (K. McKenzie) and 3. *Bobbin* (D. MacKenzie).

Allan Higgins in his recently-acquired *Heleza* won the F.D.s with *Singuazi* (W. Patrick) second and *Comanche* (T. du Plooy) third.

That same week-end three Durban Sprog skippers went to Allemanskraal to take part in the Orange Free State Championships and, to the great delight of all Durban yachtsmen, were placed first, second and third in the championships and brought back all the trophies that were there to be won!

(Continued on page 49)



The winner of the four races for the Orange Free State championship was Tom McRorie who won two races in his *Suivez Moi*. David Hudson, in his recently-bought *Stop It*, was placed second with one win and Jack Goldsmith in *Sandpiper* was third.

Twenty-six boats took part in the Sprog Championships which formed the largest class. The winds were very light in the last race and Tom McRorie won this race by 84 minutes.

He became the winner of the Orange Free State Sprog Championship trophy: the A. D. Goble trophy, the central Orange Free State Regional Publicity Association Trophy for the Sprog section of the yachting part of the festival of sports at Allemanskraal. He also won the Administrator's Cup given by Mr. J. W. du Plessis for the winner of the class with the largest number of entries. It was the first time this trophy was sailed for.

A Durban girl, Jack Goldsmith's daughter Jenny, was another skipper who put up an excellent performance at the championships when she tied for first place in the Dabchick Class.

Four Durban yachtsmen have shown interest in having Royal Cape One-design class yachts locally built in Durban by a new boat builder, Dick Lindsey. He has nearly completed one of these yachts for the Cape and will be building another for himself which he plans to take to the Rand Easter Show.

His boat-building business is one with a difference. To cut down on their expenses, yachtsmen will be able to work on their own craft at his yard, where he will supply the jig.

His yard will also turn out Finns, Flying Dutchmen, Enterprises, plywood Sharpies and motorboats.

(Continued on page 50)

1. A general view showing how crowded Boskop was for the Transvaal Championships last month.
2. D'Arcy Usher and son sitting outside their tent at Boskop enjoying the early morning sun. They sailed an *Enterprise*.
3. Warwick Stevens the winner of the Dabchick class; while Alec Allen (right) with his *Dabchick Festina* came second.
4. Derek Scorer and crew Tony Tregger with his new 505 *Sabrina*.
5. Karel Bos pushing the *Finn Fortune*, which he borrowed from Wibo Zwart, through the mud. Karel, who usually sails a Dutchman did remarkably well.
6. Clive Bateman (right) and his crew Ian and Cyril Thring who won the Sharpie class sailing Ian Haggie's *Circe*.
7. Bill Donnelly and his wife who won in their G.P. 14 *Gay Wycht*.
8. Shirley Tainton and Hilton Graham, who sailed their Dabchick *Tinkerbell* to third place at Boskop. The youngsters on Dabchicks really put up a good show.
9. The new winch and towing dolly which made the pulling of boats up T.Y.C.'s slipway, child's play.

Photos: Dawn Passet.



more CLUB NOTES

(Continued from page 49)

Bluff Yacht Club . . .

THE Bluff Yacht Club is planning to move to their new site within two or three weeks of writing this.

They have dismantled their big thatch and stored it temporarily in one of their garages. The shelters and change rooms have been taken down, but the clubhouse is still there.

It is difficult to sail at present as the boats cannot be launched across a large pipe at the slipway. There is no water for washing the boats afterwards.

It is hard to plan a season at the moment, but it is expected that racing will start after Christmas, with impromptu racing when possible in the meantime.

Island Sailing Club . . .

AT its annual general meeting the Island Sailing Club re-elected Tom Battye as its Commodore for the coming year. Other flag officers elected were R. Jones, Vice-Commodore and R. Lambert, Rear Commodore.

The club's membership now stands at 67 juniors, 51 associates, 58 full members and two honorary members.

In the past year there have been many launchings in the Sprog and Finn Classes and the club claims to have the best Finns of any club in South Africa.

In the newly-formed Bridge Officers' Association of Natal, the Island Sailing Club is represented by Mrs. Webb and Mr. Tom Battye.

When writing this, the Railways have nearly finished pegging the ground for the new site of the club and members will start dismantling the present clubhouse immediately to be able to move in a few days.

The vacation of their present site has become an urgent matter, as work on the new T jetty will start in this area in five to six weeks.

The Railways are busy laying ash paths in the new area and it is hoped that the site will be accessible when needed. It is very difficult to get there at present.

Working parties of members will have the big task of assembling and rebuilding the clubhouse on the new site and will try to salvage as much of the material as possible.

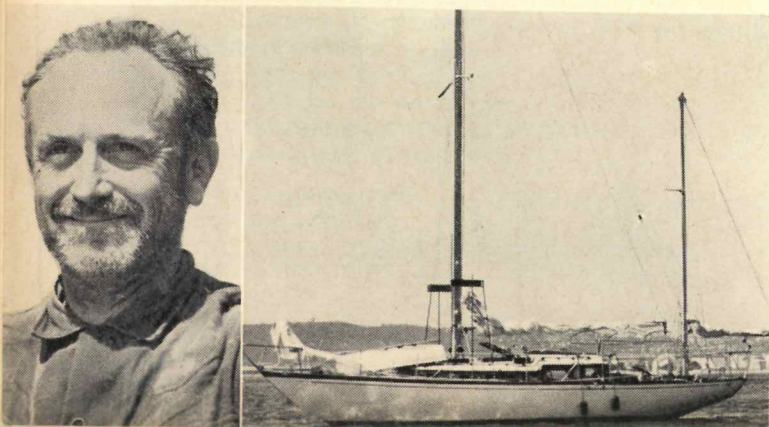
Depending on how deep the water is going to be on the new site, the Island Sailing Club's sailing committee have planned a preliminary programme. The season opens with an all-in sealed handicap race on November 7.

A series of six races on scratch and on handicap will be held on Sunday afternoons. In addition there will be four racing days for special prizes and four open-handicap races.

On two Saturdays there will be racing on the P.Y.C. side under the Island Sailing Club burgee and as the Clew Powell Trophy was won by the P.Y.C. last year, this race

OCEAN VOYAGER: John Bowen, on his arrival in Durban after a gruelling 17-day singlehanded trip from Reunion Island. On the right is his handsome Robb-designed, Hong Kong-built yawl *Aldebaran*.

Photo: Bianca Lavies.



will also be held at the P.Y.C. side on February 20. The season will end one week before Easter.

Aldebaran in Durban . . .

ON October 6 an American yachtsman sailed into Durban harbour in his 35-ft. yawl *Aldebaran*, tired-out after a 17-day single-handed trip from Reunion.

John Bowen, a retired Air Force pilot and economist from New York, had his beautiful all-teak yacht built in Hong Kong. With a friend he had left Hong Kong on April 27 to sail back to New York, but for business reasons his friend had to return home and left the yacht at Reunion, after which John Bowen continued single-handed.

Since leaving Hong Kong *Aldebaran* had sailed by way of Manila to the Philippines and along the north-west coast of Borneo to Singapore. After the Malacca Strait they continued to Nicobar Island ("a very interesting island with only 50 inhabitants, where the last boat that called was a British Naval ship in 1946") and Rodrigues to Mauritius and Reunion.

"Our biggest problem during the trip was the political hostility against Americans in the area of the Philippines. It was much more dangerous than I thought," said John Bowen. "In fact I will never do that again. We sneaked down the coast from the Philippines to Singapore with the co-operation of the British authorities and were forced to go up the north-west coast of Sumatra."

"Just how close we got to trouble is illustrated by the following. At Kuching Island we were entertained as a special guest of the police chief, who was the main figure in the prevention of communist infiltration in the area. We had left for only a very short while when there was a communist raid 20 miles away in which a great number of people were murdered."

"Other hazards were pirates and enormous logs of about 10 ft. in diameter floating in the area south of the Philippines and off the coast of Borneo. We were particularly worried about these at night."

"From Nicobar Island to Rodrigues we used the route of the old India clippers, a passage which is very tricky and not at all used nowadays. You run south with the south-west monsoon till you pick up the Trades and it is a very close thing whether you can sail close enough to steer clear of the west coast of Sumatra and far enough to pick up the south-east Trades."

"We never saw a ship in this part. We had no trouble doing this route, but Mr. Taylor, an American who built his own boat and has been sailing round the world for the last 3½ years, tried it twice and then returned to Singapore to try another way."

"At Rodrigues practically the whole town turned out to meet us, including the Governor and the police. Invitations and tours were organised for us for the ten days we were there. It was the warmest welcome we received anywhere. And I felt quite ashamed of myself that I was so tired the first evening that I fell asleep during dinner in the presence of the Governor."

They had three tail-ends of typhoons during the trip. One near the South Philippines and two in the Indian Ocean north of Sumatra, in which the boat proved very seaworthy. John Bowen had another gale three days off Durban on his single-handed trip.

The 35-ft. yawl has a beam of 10 ft. and was designed by the formerly New Zealand naval architect Arthur Robb. "I had her built in Hong Kong because that cost me only \$15,000 against \$30,000 in the States, presuming you could have it built there of teak."

"A carpenter in New York costs as much an hour as in Hong Kong in a day, which is \$3½ to \$6. The boat was built by the Hong Kong boat builder, Cheoy Lee, who has his own teak forest and makes his own hardware."

"One mistake we made was to leave too soon. We left after a month and it really takes a whole season to get ready. We never got the radio straightened out, never checked the navigational instruments or properly assembled our equipment. Doing it again I would, for instance, have all the small things shipped out from the States, such as oilskins, first aid, etc. And I would also have left earlier in the year to take more advantage of the north-west monsoon."

"One thing is certain, this is really a racing boat and needs a crew. It was very tough to sail her single-handed and really too much work. I cannot tell you how glad I was to see the lights of Durban."

Within a week, through the help of an article about his trip in the local newspaper, he had (from the more than 20 applications he received) selected himself a crew. Bernard Taylor, 27, a South African and professional sea captain, and Californian Carl Levy, 21, who left a yacht in the Seychelles and is at present travelling through Africa, will be sailing on the *Aldebaran* for New York soon. John Bowen hopes to be there in May next year.

Rand Family's Splendid Cruise

THE Johannesburg family of Jimmy Magee in their home-built cruiser *Coquette* returned to Durban safe and sound after completing a 6,000-mile trip in three months. (See, for previous story, *S.A. Yachting*, August '65, page 38.)

Jimmy Magee, his wife Valery, their two sons John and James, his brother Charles Magee and Graham Campradt left Durban on June 30.

"Considering we had no trials before leaving we were amazed that everything went so well," said Jimmy Magee, who had grown an impressive black beard. "We had no major gear trouble and the only thing that went wrong was the battery during the last leg of the trip."

"We averaged 100-120 miles a day throughout the trip. After leaving Durban it took us five days to Lourenço Marques, where we stayed a week."

"We then went to Madagascar where we spent eight days at Majunga and continued with the trade winds to the Seychelles, which took six days. Here we stayed 14 days at the main island which is the most densely populated."

"Through the Mozambique channel we went to Mozambique island. A fascinating world of its own with little old-fashioned rickshaws."

"On to Beira, where we stayed a couple of days, thence to Paradise Island. Here we met a yachting couple from Rhodesia and had an enjoyable time relaxing in the sun before returning to Lourenço Marques."

Their worst experience was a burglary during their first night in the Seychelles.

A large amount of clothes, a tape recorder and all the liquor was stolen. "They had a party on board and drank neat gin," said Valery, "and perhaps this was the reason that they overlooked three of the five cameras on board. They took Jimmy's and mine and we were particularly disappointed to lose all our pictures of the trip which were still on the spool inside."

"Sea sickness did worry us on some occasions, said Jimmy, "but it was never a real problem. We were always able to do our work and Valery always managed the cooking."

"The kids at times caught five fish in one morning and so often were we in different ports that they got their Portuguese and French all mixed up."

"Wherever we went, we were received with open arms. People were tremendously interested in the trip and we had many invitations."

"While at sea the main gathering place on the boat was the cockpit and we are glad we built it so large. We sat and talked and the children played with their toys."

"John and James also took their turn on the helm and held a much more accurate course than the grown-ups as they watched the compass like a hawk."

"It was a great moment when we sailed back into Durban harbour," said Valery. "I will never forget it—there was Jimmy on the helm smoking an enormous cigar which he had kept for years for the occasion."

Their plans? "Back to work in Johannesburg. We leave the yacht in Durban and plan to go down as often as possible."

(Continued on page 53)



The Magee Family are to be congratulated on their copy-book Indian Ocean cruise of 6,000 miles. Above, David Baker photographed as they left Lourenço Marques at the time of the National Regatta.

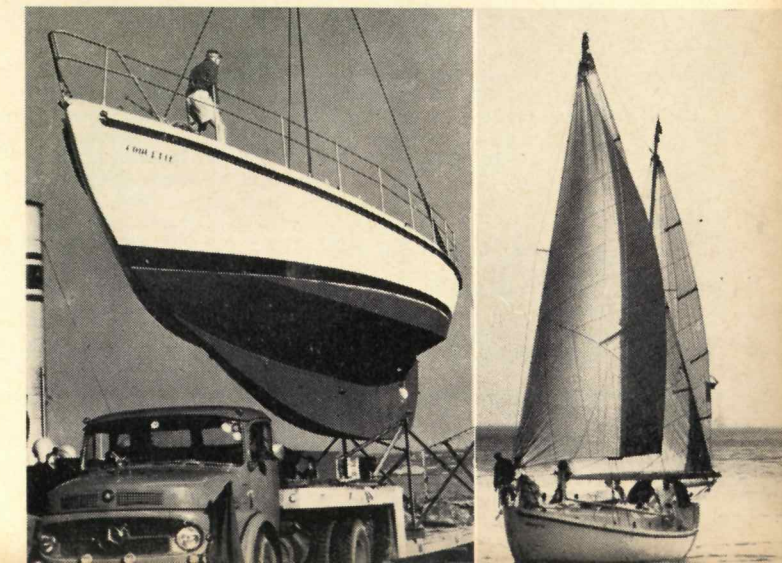
The crew of *Coquette* (below) just before she sailed, from left: Graham Campradt, John Magee, Mrs. Valery Magee, James Magee, Norman Lay (sitting), Armando Santos and skipper Jimmy Magee, who built the boat.



Coquette (below left) being lifted off the truck in which she came from Johannesburg to be launched into Durban Bay.

Under full sail, (below right), when she left Durban harbour for her first long trip.

Photos: Bianca Lavies.



DAWN PASSET

on the High Veld

(Continued from page 51)

Transvaal Championships at Boskop . . .

THE event of the month was the Championships and Inter-Club Regatta at Boskop over the week-end October 9-11. This regatta is an annual event organised by the Transvaal Provincial Sailing Association. Mainstays this year were Dave Stuart and Bud Olive—Don Ord was at the Flying Dutchman World Championships—while members of the Boskop Yacht Club, led by their Commodore Mac Vosloo, did a marvellous job of preparing for the biggest invasion of yachtsmen they have ever had. Once again an efficient bridge was run by B.O.A.T., with Eddie Nagelgaast and Sandie Goldie officiating.

I think all will agree that this was the most spectacular yachting event ever seen in the Transvaal. With more than 190 boats, this regatta has reached the size only seen at the National Regattas. Unfortunately the level of the Boskop Dam had dropped suddenly just before the regatta, with the result that its area was very much diminished.

With the 190 boats on the water that remained, sails covered the entire dam once all were under way.

When the wind was strong, sailing was particularly difficult because of the blanketing effect of other boats and the disturbed water—at times waves became quite big, not because of the wind, but because of the churning effect of the many wakes. Whenever a gust of wind hit the mass of boats, the noise from all the sails would rise to a deafening roar seldom associated with the silent sport of yachting.

The wind gave plenty of variety to the sailing and the venue lived up to its reputation of always offering a good blow. On the Sunday afternoon, when the third race of the series was sailed, the wind really blew up. The direction varied continuously and it was very gusty with a high percentage of capsizes. A number of boats did not start and many retired.

The Monday morning race was sailed under extremely light conditions with the wind coming from any of three directions. The wind was also very "patchy" and it was common for parts of the fleet to get completely becalmed while the rest sailed around them. The low hill on the wall side of the dam had a definite turning effect on the wind direction and those who were able to make use of this did well.

With the water level low there was definitely not enough space to set good courses. Although a number of alternate courses were given on the Course Card, using Boskop's marks in their normal positions, it was impossible with the prevailing winds to set a course which gave a good beat. In fact this event will be remembered for a long time as a regatta of reaches.

For the first time many skippers realised that there was room for improvement on their reaching techniques. Too many skippers rely on the beats and runs to improve their positions, assuming that not much can be done on the reaches. This regatta, however, proved otherwise.

With the strong winds one consolation was that everyone had great fun, doing considerably more "kiting" than they would have had on a more ideal course.

Every race had its full share of incidents. In the lighter wind there were some fantastic jam-ups on the marks and it is surprising that many more boats did not have to retire through touching. In the heavier wind boats often got out of control—the best example being when a strong gust caught Carmen Stauch and she was unable to avoid Ken Dalgleish. The resulting collision knocked the best hole seen in a Finn for a long time.

With Boskop being a considerable distance from the main centres, the majority slept in tents and caravans, forming a good-sized tent town. It was extremely cold every night and on the second evening many people ended

up sleeping fully dressed to keep warm. In spite of all the preparation Boskop Club had made, toilet and bathroom facilities were understandably strained to the limit.

Children had a marvellous time on a trampoline, which was an excellent idea for keeping them continuously happy and amused and enable parents to relax. The children's pool also proved popular. Catering was well done. An excellent band was provided for the party on Saturday evening—the floor was so packed that the best one could do was wiggle.

In the results there were no real surprises, with the "old hands" again taking the prizes. There was considerable excitement once again in the Sharpie Class and Clive Bateman has now proved that his Lourenço Marques success was not just a flash in the pan. The results of the various classes were as follows:

Flying Dutchman: 1. Stauch, *Hakahana IV*; 2. Ord, *Antinori*; 3. Metcalfe, *Hakahana VIII*.

Finn: 1. Blogg, *Frivola*; 2. Stuart, *Flippa*; 3. Stauch, *Forelle*.

Sharpies: 1. Bateman, *Circe*; 2. Wellbeloved, *Wake*; 3. Willcox, *Deemseu*.

Enterprises: 1. Aird, *Aiolos*; 2. Bennington, *Elsie*; 3. Dunlop, *Kingfisher*.

Sprogs: 1. Helmbold, *Shadoo*; 2. M. Davies, *Smoochie*; 3. Manson, *Sakabula*.

O.K. Dinghies: 1. Rogerson, *Okavango*; 2. Ashleigh, *Serendipity*; 3. Foden, *Bokmakirie*.

Spearheads: 1. Harrowsmith, *Admetus II*; 2. McCall, *Tursiops*; 3. Horn, *Trident*.

G.P. 14's: 1. Donnelly, *Gay Wycht*; 2. Edwards, *Lanner II*; 3. Lezard, *Iqvana*.

Flying Juniors: 1. Von Weillich, 2. Kerry, 3. Williams.

Dabchicks: 1. Stevens, *Speedy III*; 2. Allan, *Festina*; 3. Tainton, *Tinkerbell*.

The inter-club event, which consisted of one race on the Monday afternoon, was sailed under light, patchy conditions. This event was a walk-away for Victoria Lake Club who won everything except the Finn Shield which went to Transvaal Yacht Club.

Although everyone enjoyed themselves and the organisers and the host club put up an excellent show, there is a feeling among yachtsmen that a rethink on the whole idea of one big event, incorporating Class Championships and the Inter-Club event is necessary.

This regatta originated about 1935 when the three clubs at the time, V.L.C., E.R.Y.C. and T.Y.C., used to race 20-footers against each other. Older yachtsmen will recall names such as Moag, Flitton, Green and Elliot. For weeks before the Inter-Club event, each club would go to great pains selecting their single entry. The three boats would then assemble at one of the clubs and members of all three clubs would gather to watch and cheer on their boat.

Later two entries each were allowed and after the war, when they changed to Sharpies for this event, the number of boats increased to four from each club, giving a total of 12 racing. Later, of course, with other clubs being formed the number grew and it was then decided to allow teams for each class of boat—all of which helped to create bigger and better regattas and an opportunity for all Transvaal yachtsmen to get together at least once a season.

Unfortunately the Inter-Club is now considered by many as not nearly as important as the individual Class Championship. Also the club which is in the position to enter the largest number of classes has an advantage before the race event starts. Many smaller clubs, although they might have very good skippers but only in one or two classes, simply cannot shape in this event.

With the very large fleets encountered nowadays, careful consideration has to be given to suitable venues. In fact in the Transvaal there are only two waters—Vaaldam and Hartebeespoort—where there is enough room to set the new type of course, i.e. there are no permanent buoys, the starting mark is dropped by a motor-boat just before the race and, at the start, another boat drops the weather mark and the third mark to complete the triangle, which is always sailed with the marks left to port.

(Continued on page 54)

more CLUB NOTES

(Continued from page 53)

This system was used at the past National at Lourenço Marques and also at Vaaldam with complete success.

Complications such as the bridge not being able to give a boat the gun because he has rounded the finishing mark which is also a mark of the course, but not crossed the line (such as happened at a Dingaan's Regatta at T.Y.C. and once again at this regatta), are completely avoided.

Amalgamation at Magoebaskloof

After months of negotiations, the Iron Crown and Mountain Yacht Clubs at Magoebaskloof have amalgamated. This was the outcome of a special general meeting at the Mountain Yacht Club on September 26. The new Commodore is Christian Iuel. It is hoped with the combined fleets, sailing competition will be very much improved. Visiting yachtsmen will be able to put this to the test at the next Easter regatta. Headquarters will be the new premises of the Mountain Yacht Club. It is hoped to dispose of the Iron Crown Club premises to a local trout-fishing club.

The water level in the Ebenezer Dam is much better than it was this time last year.

Transvaal Yacht Club's Labour-saving Innovation

T.Y.C. yachtsmen no longer have to pull their boats up the hill at Hartebeespoort. A few months ago electricity was laid on to the club and an electric capstan winch now pulls boats up the slipway at a comfortable walking pace. At the end of the rope is a guide dolly, which not only acts as a support to two-wheeled cradles, but carries the rope down the hill for fetching the next boat. The winch consists of a 1½-h.p. motor with belt drives to the gearbox and a vertical spindle to which a capstan pulley is attached.

One has complete control over the rate at which the boats are towed, simply by allowing the rope to slip on the drum.

Women Yachtsmen to the Fore

Women yachtsmen have been excelling themselves over the past few weeks.

At East Rand Yacht Club Joan Tainton has been doing extremely well in her Sprog, which she has been skippering only since the beginning of this season, and has been winning races.

At Victoria Lake Club Marion Davies has been prominent in the Sprog results and came second in the Transvaal Championships at Boskop.

Margaret Goddard, also of V.L.C., has been very active in the 20-footer class.

At Hartebeespoort, few Finn skippers find it possible to beat Carmen Stauch in light to medium weather and lately Faith van Rooyen, also sailing a Finn, has been doing exceptionally well. There have been occasions where these two hold the first two positions in a race.

ROUND THE BUOYS

(Continued from page 31)

THE Zeekoevlei Civic Association, severest critic of powerboating on Zeekoevlei water, has invited a representative of the Cape Peninsula Aquatic Club (powerboating and water skiing) to be a member of its executive committee with power to vote.

This was decided unanimously by members at the association's annual meeting last month.

The club's representative will be its commodore, Rob Steyger.

The meeting also accepted an application by the Cape Peninsula Aquatic Club for membership of the association.

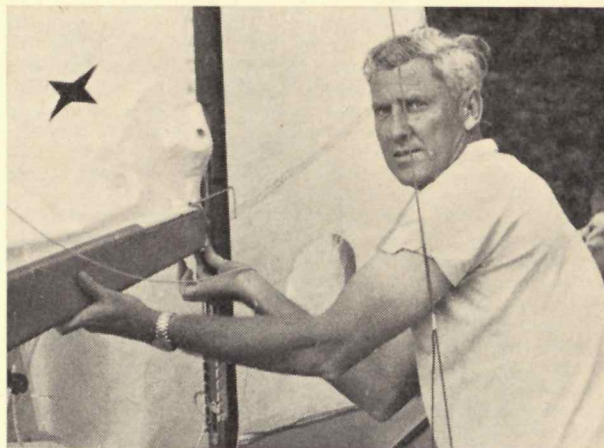
Geoff Myburgh was invited to be the new representative on the executive committee of the Zeekoevlei Yacht Club, of which he is commodore.

At the meeting Mr. Steyger's suggestion that his club should be represented on the executive committee was met with applause.

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.

Transvaal Yachting Personality No. 3

PADDY PEARCE



PADDY PEARCE is the Transvaal Sprog man. Although older than the average Sprog skipper, few can match his enthusiasm. Paddy first took a liking to sailing during the war when he sailed whale boats at Malta, Iceland and so on.

Later he did the occasional keel boat cruising in Cape Town and even later, when he moved to the Transvaal, he took an immediate liking to the Sprog and has been sailing one ever since.

Only recently, since he acquired his present boat *Sarissa*, has he joined the top skippers of the class.

At the recent Lourenço Marques National he managed to come only sixth overall, but was nevertheless the first inland skipper to cross the line.

At East Rand Yacht Club he has been sailing extremely well and last season won most of the Sprog silverware.

His wife Phyl has been crewing for him for the past two years. They presently run the Sprog Association, with Paddy president and Phyl secretary. He is also Rear-Commodore of East Rand Yacht Club.

Paddy is 43 years old and is the secretary and director of G.K.N. Twistee. He has no family.

Dawn Passet.

Afterwards he said: "I am very pleased. The problems we have had in the past have been mainly because of a lack of contact between the two bodies. However, in the past four years we have tried to co-operate with the association and understand its difficulties.

"Powerboating is a sport," he said. "There is no point wasting time fighting about it."

The new move, he felt, apart from creating a better understanding between boating enthusiasts and residents, would hasten procedures should future problems arise.

It would probably also bring about better control over powerboat owners who did not belong to the club, and who had been the cause of complaints.

Dr. Sally Woodrow, chairman of the Zeekoevlei Civic Association, said: "We were particularly pleased by the powerboat club's application for membership.

"The two objects of our association are to safeguard the rights of residents and to strive to protect the beauty, natural amenities and bird life of the vlei, and we are glad the club is prepared to subscribe to them."