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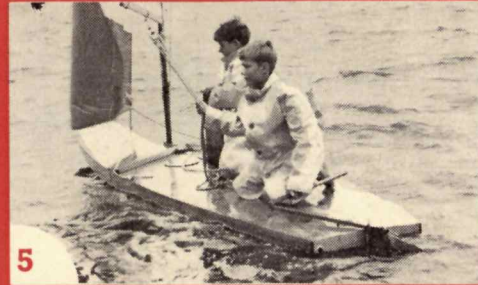
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FLORIDA REGATTA



11

CLUB NOTES

DAWN PASSET on the
High Veld

DURING the past month, Transvaal winds have been fresher than yachtsmen can remember for many years. Every week-end there have been reports of capsize and broken gear coming in.

14-Foot and Under Regatta at Florida Yacht Club

The small boat regatta which is now an annual event at Florida Yacht Club was held this year over the week-ends of November 13-14 and November 20-21. The entry

1. A mixed fleet getting under way before the first race at Florida.
2. Keeping warm under the bridge at Florida—left to right: Bob and Pam Kay, Denise Bennington, Mary Holt, Mrs Henly and family.
3. F. Grace and crew battling with their Cygnet Dot's centreboard which would not go down.
4. E. Boron and crew with Cygnet Benachie, looking a bit worried.
5. M. Whittier and crew jilling along in the Dabchick Wanderer.
6. Peter Mitchell and crew looking a spot precarious on the Dabchick Hambahle.
7. J. Geekie and crew bowling along in their Enterprise C Gull. They are from Murray Park Yacht Club, Springs.
8. Dave Bulloch and crew sailing the Enterprise Eddy.
9. Hellmut Stauch and John Stern sailing Tosca Stauch's Enterprise Blue Jay with his accustomed verve.
10. Brian Metcalfe and Al Leenstra, who this time had the edge on the Old Master.
11. Peter Buckley and Angus Currie righting the capsized Enterprise Peshara.

Photos: Dawn Passet

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more CLUB NOTES

(Continued from page 27)

this time consisted of 20 Enterprises, 19 Sprogs, 7 Cygnets, 7 Graduates, 6 O.K. dinghies and 5 'O' Class boats consisting of Solos and Flying Juniors totalling in all 64 boats.

This is not as many as last years' entry, when there were more than 80 boats. Unfortunately a number of Sprog skippers ignored the T.P.S.A. calendar and went off to sail at the Unikor Club near Evander in the Eastern Transvaal.

The bridge at the Regatta was once again run by Sandy Goldie and his Florida helpers and, as can be expected, the Bridge ran like clockwork.

Wind over the whole of the first week-end was heavy and it was overcast most of the time when it was not raining. The wind came from an unusual direction for Florida—S.E. to E., and the result was that rather an interesting course with six jibes was sailed.

Sailing is always good from a spectator's point of view at Florida as yachts are always in sight. To make things even more interesting for them, a running commentary over a public address system is given to them all the time. This is certainly an excellent way of letting everyone learn who is who.

Because of the rain, rugs, raincoats and waterproofs were very much in evidence.

The Saturday morning's tune-up race had the heaviest wind of the week-end, with wind blowing up to 25 miles an hour. The result was that only one-third of the fleet finished. Most of those who retired, did so after many capsize.

A feature of the regatta was the fact that Hellmut Stauch entered, sailing his new Enterprise *Blue Jay* with his usual Flying Dutchman crew John Stern, Brian Metcalfe and Al Leenstra (crew) borrowed *Kittiwake* from Hans Beenhakker. It was a constant battle for the lead between these skippers and Dick Aird, who is the present Transvaal Enterprise champion. Dick Aird, sailing his boat *Aeolus*, has made a spectacular improvement in performance over the past few months. Denise Bennington was not crewing for her husband Tony in the heavy weather—her place was taken by Nigel Grace. Tony has not been sailing as well as in the past and has had a number of bad starts.

With the heavy wather there were some unusual gear failures. John Ussher, sailing his father's boat, broke their rudder in the tune-up race and the centre board in the first race. He also had mast-step trouble.

Jack Steenstra in his Graduate *Goblin* also broke a centre-board. In the second race there was an unfortunate accident when John Flock in his Enterprise *Vyhilda*, of the Pretoria Sailing Club, had just started. A Graduate had just rounded the start which was also a mark in the course and the boom of this boat *Kurumidza* sailed by D. Howard-Baker, struck John Flock on the head gashing him rather badly and covering him with blood. He was rushed to the Discovery Hospital where he had to have stitches.

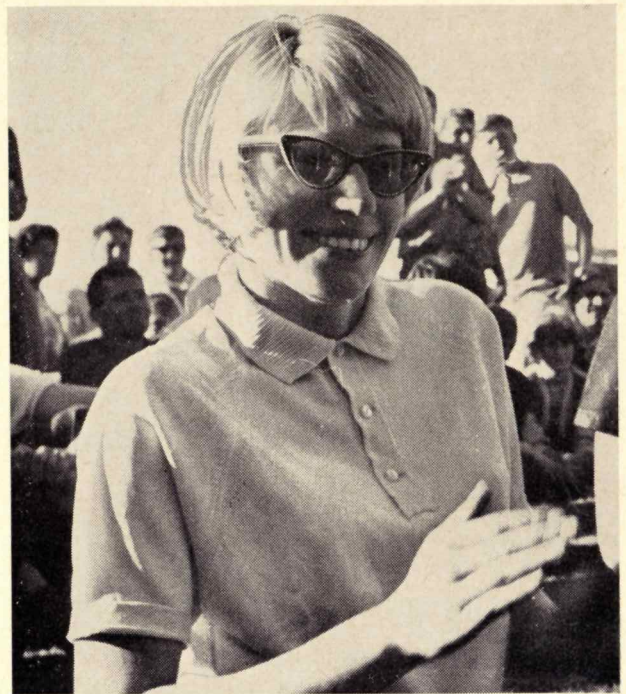
The results of the first week-end of the Florida Regatta were:

Enterprises: 1. *Kittiwake*, B. Metcalfe, *Aeolus*, D. Aird (tied); 3. *Elsie*, A. Bennington; 4. *Blue Jay*, H. Stauch.
Sprogs: 1. *Scanty*, G. Harrowsmith, *Sizzle II*, D. McKerchar (tied); 3. *Soignee*, J. Roux; 4. *Sansovino*, T. Deverson.
Cygnets: 1. *Benachie*, Liz Barron; 2. *Shaynoo*, H. Lund.
Graduates: 1. *Gloffy*, R. Briggs; 2. *Kurumidza*, D. Howard-Baker.
O.K. Dinghies: 1. *Cherokee*, R. Northgrave; 2. *Bokmakirie*, A. Foden.
Dabchicks: 1. *Humba Khale*, P. Mitchell; 2. *Debbie*, A. Ford.

New Water Sport Organisation

Yachtmen were pleased to hear in the past issue of *S.A. Yachting* that a new body has been formed, namely The South African Federation of Aquatic Sports. This Federation represents S.A.Y.R.A., the Power Boat Association, the Water Skiers Association, The Canoe Federation, the South African Amateur Rowing Union.

Transvaal Yachting Personalities, No 4



MARION DAVIES has been a keen yachtswoman for more than seven years now, her home club being Victoria Lake. She started sailing with her brother Brian Metcalfe, the Flying Dutchman skipper who recently represented South Africa in the World Championships, in a nondescript boat and then crewed on a Sprog for a number of years (See informal picture above.)

Her first Sprog was *Smoothie* and it was in this dinghy that she first showed the men what she could do. Although she has not as yet won any big events, she always appears well up in the placings. She sold this boat after two years and is presently sailing a new Sprog called *Smoochie*.

Ever since she has been skippering she has been fortunate enough to have Gail Bolton as crew.

Marion lives in Benoni and teaches science at the Benoni High School. Apart from sailing she also plays tennis. When Marion got married, she persuaded her husband Ernie to exchange his Finn for a Sprog and they now both skipper Sprogs.

Dawn Passet.

It will permit better liaison between organisations, enabling senior representatives to get together to deal effectively with problems and differences.

Another advantage is that sporting bodies can now effectively negotiate with the Government regarding the use of water-storage dams for water sports in view of recent legislation.

It was on the initiative of S.A.Y.R.A. and the Power Boat Association that this new body was formed. They have had their first meeting and Don Ord is the president with Monty Tolkin, of the Power Boat Association, as chairman. Selwyn Tucker is secretary.

American Skipper for Nationals

Discussions between class associations and S.A.Y.R.A. have been taking place regarding the invitation of another top overseas yachtsman to sail in South Africa. It will be recalled that since we have not been allowed to take part in the Olympics money which would have been used to send skippers over is now being used to bring top overseas skippers to sail in South Africa from time to time.

Peter Barrett, the American Finn Silver Medallist at the Tokyo Games, has accepted S.A.Y.R.A.'s invitation to compete. (Continued on page 30)



CLUB NOTES

(Continued from page 28)

pete in the National at Saldanha from January 17-22. He is expected to arrive in South Africa on January 12 and will spend two or three days at Saldanha Bay before the regatta commences. S.A.Y.R.A. is making available to him a brand new fibreglass Finn loaned by a Cape boatbuilder.

After the regatta it is planned that he will visit the Kruger National Park before returning to the States on January 29.

Florian Milachowsky

It was a great shock to all yachtsmen to hear of the sudden passing away of Florian Milachowsky on Saturday November 13 after a minor operation on his nose. Florian, who was 48, was an extremely keen yachtsman. He sailed a Spearhead for many years at Florida Yacht Club and up till the time of his death he had been sailing a Flying Dutchman and Finn at Transvaal Yacht Club.

There were few regattas which Florian did not attend.

The death of such a keen and enthusiastic yachtsman is a big loss to yachting circles. He leaves his wife Yvonne and son Geoffrey. Yvonne wrote this column for some time. Our deepest sympathy is with his family.

DURBAN DOINGS . . .

By Bianca Lavies

People I meet on the water . . .

BERT TAYLOR. There is not one yachtsman in Durban who has not heard of him. And it is no wonder—this friendly man, always with a ready smile for everyone, and going into his fortieth year of judging—that the Natal Yachting Association decided at their latest meeting to present him with Natal Colours.

Bert started learning to sail in 1923 in a 20-ft. scow on Germiston Lake. He came to Durban in 1923 and sailed for the following two years in a Goodricke dinghy.



When a skin disease stopped him from sailing, Bert's love for the sport made him take an active part in bridge work. He became an assistant judge in 1926 when he was 25 years old, and judge a year later. "Things have changed a lot since those days," said Bert. "We used to judge from a boat on the channel. We used a judge's box for certain winds which was a six-foot square on four poles, slightly to the side of where the mole is now. "And, of course, there were not so many boats. When I started judging there were only 35 boats in all. The largest number I have judged were 111 boats last Easter.

"In the old days we also used to race more at the Island, where the water was much deeper than it is now. The Jonsson Cup Race, for instance, used to be started from the jetty of the P.Y.C. site there.

"The most amazing weather change happened during a race 15 years ago. We started in a flat calm, but within five minutes a gale sprang up which capsized each of the 45 craft taking part.

"They were just wiped off the bay.

"Judging is not completely without hazards, either. It was during a big regatta in 1939, in the heat of the start. The gun had been placed on a seat in the boat. It fell on the floor when the boat rocked, went off and shot straight through my knee. I was in hospital for two months.

"But altogether it has been really pleasant, I have enjoyed judging and, if I had my time over, I would do it again!"

Double Novelty . . .

THE Royal Natal Yacht Club and the Point Yacht Club have each come up with a novelty this season.

The Point Yacht Club, probably the first club in South Africa to actively recognise the importance of fitness in racing, has started a "keep fit class" for yachtsmen.

A trained gymnastic instructor, Mr. G. Oberholster, is taking the class, which is held at the main hall of the Point Yacht Club every Thursday from 5.30 p.m. to 6.30 p.m.

The Royal Natal Yacht Club will soon start racing mid-week, every Wednesday at 5.30 p.m. No entry fees are charged and the series will be on a scratch basis within each class, but a handicap factor will be applied between the classes.

At their latest meeting the Natal Yachting Association decided to grant Natal colours to the following yachtsmen: Wilfrid Hancock, Cyril Warne, Arthur Courtman, Joe Phillips and Bert Taylor, who is now entering his fortieth successive year as judge.

Natal ties, which are given to people who have done selfless administrative work for yachting, will be presented to Jack Finlayson and Snooks Oram.

Henley Midmar . . .

THE Henley Midmar Yacht Club reports that their bridge is now being rung with great precision, following the example set by the panel of judges who ran the Azalea regatta.

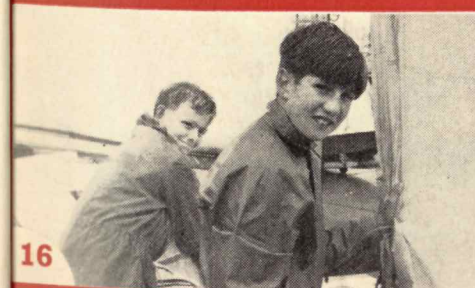
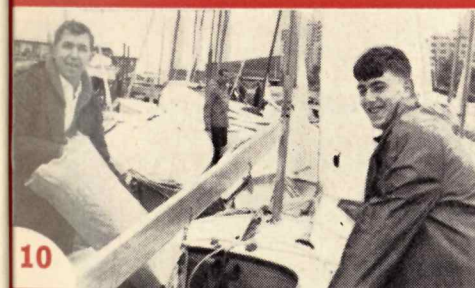
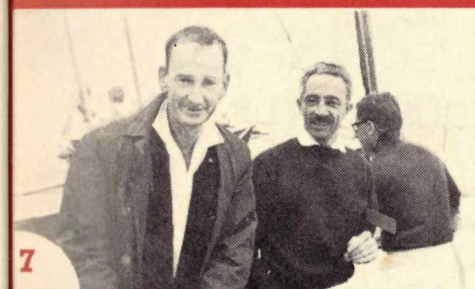
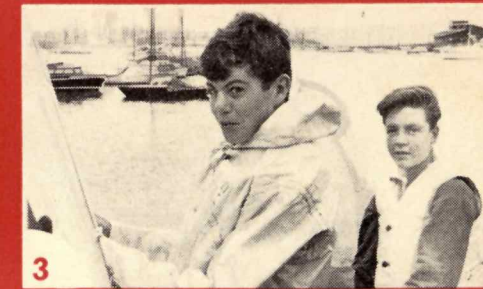
Under guidance of G. Bompas and committee member in charge, Basil Hancock, a permanent record is now being kept of the progress of each race, boat by boat, buoy by buoy. It is hoped to build up a pool of skippers.

(Continued on page 44)

1. Mrs. Hillary Ralph and Gerry van Weers.
2. From left: Bob Nuttall, Johan Louter and Barry Smith.
3. Robert Martindale with his crew Jack (right).
4. Jack and Hermine Goldsmith one of the keenest Durban yachting couples.
5. Charles Paul and his crew Gavin Brown, Enterprise sailors.
6. Jill Buss and her skipper Ruth Liversidge (right) who sail the Reb Rebena, the only all-woman crewed dinghy in the season so far.
7. Arie Goudswaard and Pieter Hayes preparing their Sprog.
8. Skippers Dave Cox and Tom McCrorie.
9. Pieter Moore (left) and his skipper Roy Simpson who bought the Flying Dutchman Mischief in May this year.
10. Eddie Howard and David Hall (right).
11. From left: Eric Dokoupil, Ian Canning and Rob Harris.
12. Michael Flack (left) and Rob Lambert.
13. Arthur Pace-Balzan and Bob Bruneau (right).
14. Dave West and Grant Ross. (left).
15. From left: Michael Crofton, Derrek Morrison and Barry Nuttall.
16. Clive Raymond and his crew Michael Allen (right).
17. Geoff McCurrach and Bobbie Johnson (right).
18. Tony Wood (left) and his skipper Stuart Wood.

Photos: Bianca Lavies

SAILING IN THE RAIN . . .



more CLUB NOTES

(Continued from page 30)

crew, non-sailing wives and juniors who know the ropes.

The position of permanent judge was recently given to Mrs. Peggy Warren. Unfortunately the Warrens (Frank Warren is one of the leading Sharpie skippers) will be transferred to Cape Town in December.

The club judges' box is nearly finished. Improvements are being planned to the clubhouse, including hot running water.

A welcome visitor to the Henley Midmar Yacht Club recently was John Sully. A one-time Sharpie skipper himself, he took Charles Axelson's *Merlin* which is usually well back) right out to the head of the fleet of 23 competitors in the seventh race of the Fellowes Trophy series.

The club reports: "Our younger generation is conspicuous by their absence lately—the students generally are high school matric candidates and busy with exams. All junior events are in the holidays, when all is over. On the other hand, the 12-year-olds are giving invaluable help in the clubhouse."

Latest additions to the fleet are: *Enterprise Eendvoël* belonging to Mr. Barter, who hopes to be up to racing within a couple of weeks and a *Spearhead Moyeni*, bought by Michael Bates, a beginner who hopes to be racing by the next half of the season.

The expectant owners of the six 505's are now receiving bits and pieces of equipment and there is talk about being on the water by the end of November.

The road running over the dam wall has been completed and yachtsmen approaching the dam are treated to a most impressive view.

Zululand Yacht Club . . .

THE Zululand Yacht Club has again had their big opening week-end of the year—the A.G.M. followed by the prizegiving and a braai on the Saturday and the opening cruise the following morning, with the first leg of the Commodore's Cup and the Dorothy Dunton Floating Trophy in the afternoon.

At the A.G.M. Dr. James McCall was elected Commodore for the coming year. Vice-Commodore is Bill Davidson and Rear-Commodore for Saling is Siem de Jong. The Hon. Secretary is Mrs. A. Hurter, the Hon. Treasurer Mrs. J. M. Robertson. Committee members are: J. B. Matinson, A. Haage, D. Davidson and J. M. Robertson. Handicapper is Doug Pheasant and Mrs. S. E. de Jong is in charge of the house committee.

At the meeting it was decided that the summer racing season will be from now until May 31 when the inter-club regatta will be held. The winter season will be during the month of July.

There will be two regattas during the year. The summer regatta at the week-end of January 1 and 2 and the inter-club regatta two weeks after the Easter week-end.

This was the club's fifth annual meeting. Membership has now risen to 300 members, 20 newcomers in the past year.

Improvements include a face-lift to the clubhouse and a new judges' box.

The latest additions to the fleet are two Andies, one belonging to John and Marilyn Shire and the other to Tony and Diana Hurter.

Ex-Commodore's wife, Mrs. Dorothy Dunton, presented the prizes for the year. The premier award of the club, the Commodore's Cup was won by Siem de Jong, who also won a newly-presented trophy in the form of a yacht, the "Dorothy Dunton Trophy".

The Finn Andersen trophy, for most points gained during the year (starts and finishes), went to Bill Davidson. The Fannin Trophy for the most improved junior member, went to Louis Herridge.

In the sail past the next morning 10 yachts saluted the new Commodore in a strong southerly wind. This dropped to a fresh breeze by the afternoon when the first leg of the Commodore's Cup and the Dorothy Dunton Floating Trophy were sailed.

Thirteen yachts took part and the results were: 1. John Shire, Andy; 2. D. Mattison, Cosmo; 3. J. M. Robertson, Finn.

ECYRA—WPSA Regatta . . .

EASTER—APRIL 8 TO 11, 1966, AT MOSSEL BAY

THE possibility of a combined regatta between the East Cape and Western Province has often been spoken about and at last it is announced that this will take place next Easter at Mossel Bay. The Regatta will in fact be representative of the whole of the Cape Province, if Kimberley comes in, and will be open to all lovers of sea racing from the other provinces.

At the request of W.P.S.A. the organisation will be in the hands of E.C.Y.R.A. as W.P.S.A. has its hands full with the organising of the 1966 E.C.Y.R.A. National at Saldanha Bay.

It is imperative that early booking of accommodation should be made, as Easter is a busy season along the Garden Route. Yachtsmen must make their arrangements direct with hotels, of which there are four licensed ones, Grand, Marine, Park and Santos. There are two motels, the Seashells four miles out, and Brinkleys, eight miles out. There is also a well-appointed caravan park.

Should there be any difficulty in obtaining accommodation write to Melville Stephens of the Marine Hotel, Mossel Bay, who will try to help, particularly with the campers.

The Regatta will be held by the courtesy of the Mossel Bay Yacht Club and will be the Provincial contests of each association. Races will be held for all classes and, as an innovation, there will be a 16-footer contest for classes other than Goodricke-Spearhead to enable Tempos and Fireballs to start together. All classes that can muster five entries will have a separate start.

It should be noted that Wednesday April 6 is a Public Holiday and as many yachtsmen will be able to take the Thursday off, organised races will be held on these days. It is anticipated that there will be at least 100 boats taking part and there is no doubt that the class racing will be something to look forward to.

The Mossel Bay Yacht Club is next to a safe beach which is ideal for children.

Entry forms and course details will be sent out later, but in the meantime you are urged to arrange accommodation now.

Geoff Myburgh in Cape Town, P.O. Box 1415, has agreed to look after that end and Tom Senn the Port Elizabeth end (P.O. Box 2077). Suggestions to make the regatta an outstanding success will be carefully considered. Write to P.O. Box 2077, Port Elizabeth.

Our friends, Rothmans have agreed to produce a mobile unit for office and information, etc.

T. A. Senn, Hon. Secretary.

East London Yacht Club . . .

THE new season of the East London Yacht Club started on October 17, with R. Vos as Commodore, L. Williams as Vice-Commodore and B. George as Rear-Commodore.

Each succeeding week-end sees more yachts on the water, quite a large variety too, Flying Dutchmen, Sharpies, Wingers, Fireballs, Sprogs and one each Enterprise, Finn, 505, Extra and A. N. Other.

Weather permitting, most races are sailed just outside the harbour—otherwise a course is set inside, and in the turning basin. So far all three races have been sailed outside, despite heavy seas and a strong river current and skippers who have not yet found their sea-legs are having some difficulty in gybing round one of the far buoys outside. Another factor which makes racing interesting in East London is the usually busy state of the harbour on Saturdays.

On Wednesdays before the sundry meetings, B. Currin has been explaining the new sailing rules to interested members.

In order to help fill the coffers, the ladies are serving light lunches or snacks after sailing on Sundays and so far it is proving popular and very convenient for those who usually rush home to prepare a large "Sunday" dinner.

East London Personalities . . .

ONE OF THE KEENEST, if not the biggest, yachting centres in South Africa is East London, and here are some of the East London Yacht Club personalities:

Top picture—Vice Commodore L. Williams with Rusty Vos the Commodore, who is brother of the well known Port Elizabeth yachtsman Eric Vos.

Next are T. Sellmeyer, of the Sailing Committee, and Q. Perry of the club's General Committee.

In the third picture are T. Boot, the yacht club house manager, with Mrs. E. Sellmeyer.

Lastly we have Mrs. D. Curry, the chief judge, L. Hayes, club secretary, and G. McMullan, who skippers the rescue craft.

Photos: Errol Stein



Imperial Yacht Club . . .

FOR the benefit of those readers who may never have heard of the Imperial Yacht Club, I offer a brief history of the club from the time of its founding. The origin dates back to 1906, when the Lakeside Boating Club was established with its premises in what must then have been a farmhouse on the north-western corner of Zandvlei.

Whether there was a railway line there at that time, or whether this was erected subsequently, I do not know, but in any event, the railway bridge intervened between the clubhouse and the sailing course. Yachts, therefore, were required to have hinged masts, which could be lowered to pass under the bridge for racing.

This must have been quite a bind, and had not World War II been the immediate cause, would no doubt have led to the ultimate disbanding of the club in 1939 anyway.

During the ensuing years, owing to a morass of weed and undergrowth enveloping the waters of Zandvlei, it became no longer practical to sail there. (Incidentally, there is some threat of this recurring, and if readers have any suggestions of dealing with this weed growth, we will be pleased to hear from them.)

In 1960-61 the vlei was dredged and widened, with the result that a fair stretch of sailable water once more caught the eyes of yachtsmen living in the vicinity, and the possibility of re-forming the Imperial Yacht Club was envisaged.

Thus was the old Imperial Yacht Club resuscitated in 1962, the first clubhouse being a wooden frame structure, once more on the north-western shore, but this time without an intervening railway bridge. (I cannot imagine a Finn, Sprog or Tempo with a hinged mast.)

It was not long before this "new" club attracted the notice of budding yachtsmen and dinghy sailors from all over the Peninsula, and a small fleet of Sharpies, Finns, Sprogs and other craft were competing in races each week-end. These early members were a keen group, and with the increase in the membership roll, a larger and more adequate clubhouse became a necessity.

Funds were raised, the boat park was enlarged, and it was with pride and pleasure that Admiral H. H. Biermann was invited to officially open the new clubhouse in April this year.

The present racing programme is well under "weigh", fleets of 20 to 25 yachts are not uncommon, and spectators are able to enjoy the thrills and "spills" of the race, while picnicking in the shade of the trees on the grassy banks bordering the water. In fact, spectators have been seen to scatter at the alarming sight of a Tempo unsuccessfully attempting a flying Gybe at a leeward mark 20 ft. from the bank.

The social activities of the club are well catered for by the Entertainments Committee—a "Turn-about" dance, Guy Fawkes evening, and lectures on sailing tactics, and first aid, being gatherings enjoyed by members recently.

During the coming holiday season large numbers of up-country holiday-makers are expected at the Cape, and those of the yachting fraternity caring to introduce themselves, are cordially invited to visit the Imperial Yacht Club, where they will be most welcome.

OFFSHORE SPEED

(Continued from page 39)

"Now I have seen this race I am doubting whether we in South Africa would be well equipped enough to run a race on that same scale. Particularly, spectator interest would be most important and I would suggest a stretch of coast from Port Elizabeth to East London with good hotels on either end."

In the meantime, of course, the False Bay Race in April is at the quietest time of the year in Cape waters and will not be much more than 60 miles, across the Bay from Simonstown to Gordon's Bay and back. Many Peninsula pilots have a great deal of swell-bashing in small fast runabouts.—Ed.