

SOUTH AFRICAN

35c

Yachting

WATERSKIING
POWER & SAIL

All Watersport South of the Line  **February 1966**

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EACH S.A.Y.R.A. National Regatta helps transform yachting. The 1966 regatta with its strongest-ever competition and wide Press and radio coverage has boosted the change in public opinion of yachting from a very leisurely pastime to a highly competitive sport.

For too long has yachting remained somewhat obscure from the public, buried in small-type newspaper reports and distorted by inadequate radio coverage. For years—except to addicts—yachting has taken a back seat to sports smaller and with fewer adherents than itself. At last it is asserting itself as one of the Republic's major sports worthy of greater attention and prominence.

Much of the credit for the increase in public interest goes to the leading Flying Dutchmen, Finn and Sprogs skippers who each year improve their performances and raise the standard of sailing.

Saldanha Bay, 1966, will be known as one of the most hotly-fought Nationals—and also one which did immeasurable good in promoting the sport.

Time was a few years ago when the results in each class were easily predictable. This changed this year with any of ten Flying Dutchmen skippers in the running for the honours; a host of top Finn skippers who could pull it off and a strong contingent of Zeekoevlei sailors who would

Outstanding performance at the S.A.Y.R.A. National Regatta was John Sully's win against a top-class Flying Dutchman field, the result of attention to detail, determination and highly-intelligent sailing. With him is his wife Jean.



bar the top Sprog positions to anyone from other clubs.

The great disappointment of Saldanha Bay this year was the weather. A few days before the racing the battering south easter died. It virtually left a vacuum filled by light to medium varying winds from the south east, west and the north.

Forecasts of the winners were abandoned when the heavy weather disappeared and the known light-weather experts, many of them from the inland lakes, were picked. But how wrong some of the choices were!

The National was the fourth to be held in two years. This prevented many from obtaining leave from their firms and those that could were hampered by the unfortunate choice of dates, January 17-22, when the country's school children returned to their desks. Nevertheless, the entry was high with 173 boats, the biggest class being the Finns with 47; the Sprogs with 34 and the Flying Dutchmen with 38.

The hosts were the Eastern Cape Yacht Racing Association but the organisation was done by the Western Province Sailing Association. Regatta organiser was Jack Nosworthy, ably helped by Mr. Justice van Winsen. Regatta secretary was Geoff Myburgh.

The committee choose an inside course in the shelter of Hoetjies Bay. The course was to be marked by six buoys. The first mention of the course raised a hornets nest among Transvaal sailors who promptly objected.

The disapproval was noted, but the course was finalised. When the Transvaalers arrived at Saldanha Bay they raised a new howl of protest and the day before the regatta the course was scrapped, in spite of it having been fully explained on the sailing instructions. In its place was substituted the type of course used by the Transvaal Provincial Sailing Association at Lourenço Marques last July.

Each day the start line was laid by the committee boat and the weather mark dropped at the ten-minute gun by a Naval ship, which also dropped the reaching mark.

This method of course setting meant that no matter how violent or light the wind was and in what direction it came from, the committee boat could pick the most suitable section of the bay in which to drop the markers.

Many Cape sailors, particularly those on the committee, objected to the course right until the end of the regatta. In my opinion no better course setting could have been used for the fluky weather which was encountered.

The judges took full advantage of the unpredictable weather and used the bay very efficiently. Had the old course been used, yachtsmen would have had to contend with light wind distorted by the hills nearby and fishing factories. A most unsatisfactory setting for sailing and too

reminiscent of soul-destroying inland sailing.

It was frequently claimed that yachtsmen could not find the marks because the buoys were moved every race. This writer crewed on a yacht which was always among the first ten and often lead the fleet. The skipper never had any hardship laying the buoys because the weather mark was always indicated by the South African Naval ship *Oosterland* which, as soon as the first boat was round, travelled to the reaching mark to indicate that and then to the downwind mark. Yachts at the back merely had to follow the leaders.

In one Sprog race a number went off on a wild goose chase to the reaching mark on the first leg instead of the windward buoy. Any skipper with his wits about him should soon have realised he was on a fetch and not a beat!

The organisation this year was a vast improvement on 1964. The rescue work was excellent and those yachts which did capsize were correctly retrieved and in the minimum time, without the unnecessary damage which sometimes marred the last regatta.

The efficient slipway organisation was under the command of Paul Anstee and Jimmy Simpson. Yachts were always launched on time and pulled up after the race without the barging shambles of two years ago.

The only criticism which one might level at the organisers was the inferior entertainment. Frankly, this was not up to standard and yachtsmen who travelled 2,000 miles for the regatta expected something better. The welcoming braaivleis was overcrowded; class association dinners were limited to members only and the regatta dance was not worth the R2 ticket. No cheap nightly entertainment was arranged. Surely one of the hotels could have been persuaded to hire a band for a small night club each night?



Peter Barrett, the genial American expert in Finns who was brought out specially for the occasion by the South African Yacht Racing Association. He won his class, as was to be expected of an Olympic silver medallist, but he also won the respect and affection of all South African yachtsmen who met him. Here he is jilling along quietly, waiting for the ten-minute gun.

REPORT AND COMMENT BY PETER BROWN
PHOTOS BY DAVID BAKER

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Flying Dutchmen

Any of ten skippers could have won the class. In addition to the yachtsmen who competed at L.M., Vaughan Clark of Port Elizabeth, joined the fleet to add another potential winner.

Before the racing started, the Snowball Twins, who have often shown ability in Saldanha's heavy winds, and John Sully, of Durban, were picked. Al Leenstra, of the Transvaal and Bryan Metcalfe, were given outside chances.

When the wind died, the Snowballs and Sully were at first written off, with David Butler and Peter Morgenrood, the two Rhodesians, looming as the champions. But how wrong the self-styled critics were!

The light winds showed the vital need for skippers to be absolutely versatile in all types of weather. The Snowball Twins appeared to be unable to adjust their boat and techniques to suit the wind. In five of the races they hardly proved a threat to the first ten boats. They finished way down the order and, after their disappointment at Saldanha Bay two years ago and their narrow defeat by 21 points from Morgenrood at L.M., they will have to improve immensely if they want to gain the honours which for so long have eluded them.

Sully, on the other hand, thrived on weather not supposed to suit him. Known as virtually unbeatable heavy-weather expert, he proved himself equally able in light wind.

Bryan Metcalfe's performance was not up to his usual standard and although he finished sixth, two places better than at L.M., more was expected of him. He came prepared for heavy weather and equipped this new Jongkind double-bottomed boat with a wooden mast. He maintained it would be ideal in heavy conditions. The wind never allowed him to demonstrate his theory.

Morgenrood got off to a good start by finishing second to Sully in the first race and winning the second outright.

The Wednesday afternoon's race was called off because of a raging 55-mile an hour south-easter and the race committee decided to hold the postponed race on Friday morning with the normal race in the afternoon.

The third round on Thursday proved the most disheartening of the regatta for two sailors, Brian Metcalfe and John Tainton, of the East Rand Yacht Club. The race started in almost windless conditions. The recall signal was fired and only one of three boats returned. The other two, Metcalfe and Tainton, carried on.

The wind pipped up a bit and Metcalf and Tainton held on to the second and third positions respectively. Tainton sailed brilliantly. A comparative newcomer to the class, he bought his F.D. just before the National and did not have time to fit it out and tune it properly.

First across the line was David Butler followed by Metcalfe, Tainton, Hellmut Stauch and John Sully. The judges disqualified Metcalfe and Tainton, enabling Stauch and Sully to move up two places with the entire fleet also receiving unexpected promotion.

Sully's unscheduled bonsella put him in striking distance of the championship and in the first race on Friday he gained the lead early and maintained it during the race. The wind shifted considerably and a correct tack by a boat greatly enhanced its position. On the last beat, Vaughan Clark took a flyer to the lee of the course, caught a wind shift and finished second, just beating Metcalfe to third position.

The wind was more settled for the afternoon race and the first round was comfortably led by Glynn Graham, of the Victoria Lake Club, Morgenrood and Al Leenstra. Once again a false move meant trouble and Leenstra dropped right back on the second round, to allow Hellmut Stauch and Sully to challenge for the lead.

Hellmut, who showed in the light conditions so similar to his home at Transvaal Yacht Club, edged up on the last beat to a thrilling win by a few feet from Sully with Morgenrood third. Graham, after leading so long, was pushed down to fourth.

After the fifth race the competition was wide open and Sully, Morgenrood and Butler could still steal the lead by gaining a victory in the last race. However, Sully took the

lead early in the last race and increased it to win by two minutes.

Sully's performance was magnificent. People who attribute his success to expensive boats and equipment should remember that there were other just as well-fitted-out boats who never came above 30th.

The top ten in the class are all good and each capable of winning the series. It is difficult to say with certainty that the top three are better than the remaining seven, when harder winds might easily have upset the final order.

Cape Town skippers put in a rather dismal performance. Noel Tunbridge did try to make amends by finishing fifth in one race, but finally claimed only a 12th.

In spite of the number of Cape Town F.D. owners, Zeekoovlei and its sister clubs have failed to produce a skipper in recent years who can match those from up-country and Durban.

The most creditable performance came from Mike Shannon, of Hermanus. This yachtsman has never featured prominently in Cape regattas, yet persistency during the past three years has improved his sailing. In the light-weather of the National he was often as high as fourth round the weather mark and in one race came ninth. Admittedly, his sailing was not superior to Tunbridge's but, based on his previous successes, it was most encouraging and a good example to some skippers who are all too ready to give up after a bad start.

Finns

South Africans were treated to the superb sailing of Peter Barrett, the American Olympic Finn skipper. What a charming person this quiet American turned out to be! The South African Yacht Racing Association, the Finn Association and the South African Sports Foundation could not have made a better choice.

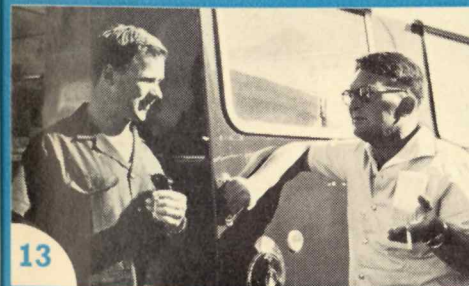
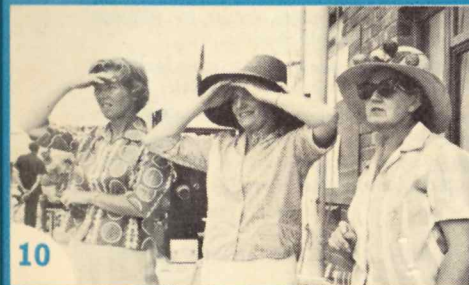
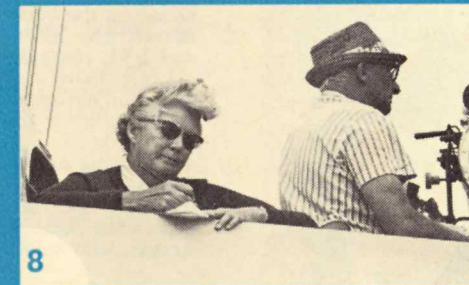
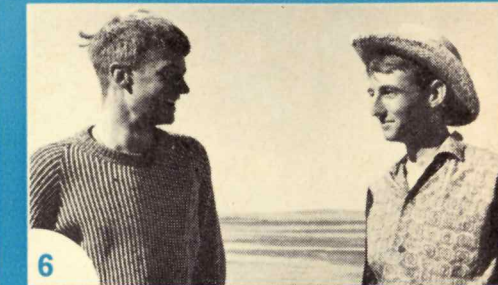
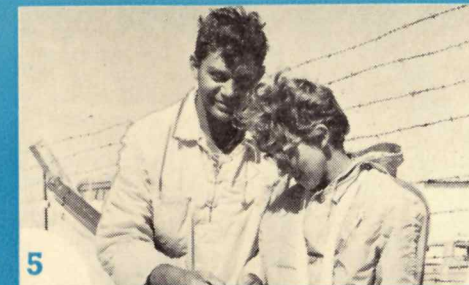
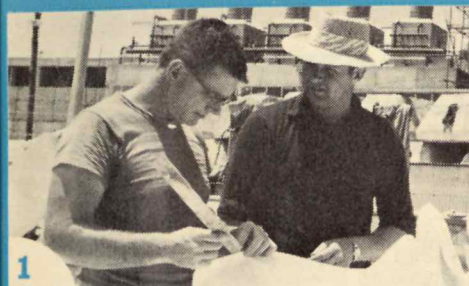
Barrett came here with the intention of helping to improve our Finn fleets. And this is just what he did. Before and after each race he was deluged by Finn skippers wanting his advice on how to improve their boats and sailing. Most of his time on the hard was spent talking, instructing and giving advice.

When finally he was beaten in the third race, and some-

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1. Olympic silver medallist Peter Barrett with fellow Finn sailor Jan Sloopweg.
2. Peter Barrett collects the Finn Trophy from Kay Graham—Basil Lindhorst to the right.
3. Ernie Shaw who came second in the Finns and Peter Morgenrood who filled the same position in the F.D.s.
4. Joanna Butler chats with Vaughn and Rhona Clark.
5. Joe and Jill White—secretary and treasurer respectively of the Tempo Association.
6. Colin Forster and Peter Sykes who sailed Skedaddle into second place in the Sprogs.
7. Ernie Morrison and Jimmy Simpson, who spent his regatta helping on the slip.
8. Mrs. Ackland Bertie timekeeps on the Guardship Bridge while Judge Louis van Winsen adjudicates.
9. Fireball sailors G. Caulfield—Tom Turner—Colin and Louise Edwards and Willem van Rensburg who was top skipper in the Class.
10. Mrs. Jimmy Simpson—Mrs. Pat van Winsen and Mrs. Elkin Green kept the tally board at the head of the slip.
11. After having been dormant for months Albert Bruins and Clare Porter did very well to finish third in the Sprogs.
12. Mascha and Pieter von Bredow brought their Sprog Saga II down from Bloemfontein.
13. Neville Simmonds—one of the so-helpful Rothmans Team—with Melville Stephens.
14. Poppy von Bredow and Trophy Secretary Charlie Mouat set up the declaration forms.
15. Perry Johnson, owner of the Andy Gamecock which was skippered by Cheryl Warr.
16. Dennis Mulligan and Bill Sykes sailing Jinx.
17. Mike Grootes and Ian Lomberg sailed the U.C.T.Y.C. Spearhead Allegro.
18. Some of the S.A. Navy's Bosun sailors: Lt. D. Mallalieu, who was in charge of the boats, Paul Mandell and Rodger Shagam of I.Y.C., J. S. Terblanche and K. J. Esterhuysen of S.A.N.S.A.



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one said this was caused by all the knowledge he imparted, he replied: "Well that's just fine. I came out here to help." Barrett thinks very highly of our Finn skippers and said at the end of the week that the top ten skippers were equal to the best anywhere.

"Their equipment is not up to the standard of top skippers overseas, but their knowledge of sailing and their ability is of an extremely high standard," he said.

The American tended to hold himself back in the practice cruising on Sunday but in the first three races he romped home, occasionally being given stiff competition by Ernie Shaw, of Durban, and Wibo Zwart, of Victoria Lake Club.

Barrett's luck seem to change after the third race when he lost his points after being disqualified for not signing off.

In the fourth race on Friday morning, Zwart put in a show of light weather sailing that is seldom seen in South Africa. He was hundreds of yards ahead at the end of the second round and people on the committee boat report he was so unconcerned about competition at the finish that he sat on the bottom of his boat with his feet hanging over! Barrett was second and Harvey Blogg, the Allemanskraal and L.M. champion, collected a third.

Ernie Shaw was the next South African skipper to put a spoke in Barrett's wheel. He led the Friday afternoon race and won by a few minutes from Barrett. Von Nimwegen was third.

The most outstanding South African feat came on Saturday morning when young A. D. Hoogie van Hoogstraten (Hoogie's son) in a wooden boat and with little top-level experience, beat Barrett, who was only sixth. Van Hoogstraten, who sailed for the S.A. Naval Sailing Association,

TOP: The Rhodesian F.D. Saluki, P. Morgenrood up, started off a keen favourite and his style and sail trimming was good to watch. He was a fine second and only his surprise defeat by Hellmut Stauch in the fifth race really put paid to his chances.

CENTRE: It was all great fun and good clean sailing, even for those down at place 20, like the F.D. Scylla, skipper L. N. Smith.

LEFT: Coaxing his Finn round the mark is J. Kops of Loch Vaal in Finnatic Too.

BELOW: Possibly the most dramatic finish was that fifth F.D. race when the Old Fox Helli Stauch, seen here in the act, snaffled first place from Morgenrood.

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was warmly congratulated on his win.

In spite of the efforts by South Africans in the last three rounds to gain the trophy, Barrett was in far too comfortable a position, with two firsts and two seconds, to be dislodged. He became South African Champion with Shaw second and Zwart third.

Sprogs

In the past four years this class has remained the special preserve of Zeekoevlei skippers and this regatta was no different, with a tussle developing between Gerhard Köper, Stan Midlane, Colin Forster, who is from Zeekoevlei but sailed for the S.A. Naval Sailing Association, Shirley Fitton and Albert Bruins, a newcomer to the fleet after sailing Flying Dutchmen.

Up-country skippers hardly had a look in and of those who occasionally did finish in the top, the best were Brian Vickers, Stewie Donkin and Tom McCorie.

It was virtually Köper's regatta from the start. He won the first race and came second in the next. He faltered badly in the heavy wind of Wednesday when, together with most of the fleet, he headed for the wrong mark leaving Shirley Fitton to win bravely and superbly.

Köper put the record straight on Thursday by winning and then coming second to Bruins on Friday. The last race on Saturday morning was the decider with Bruins and Köper standing a good chance, with Midlane the outsider.

Forster won the last race with Köper second, giving Köper the cup.

This is the second time Köper has won and one begins to wonder if it is not time for him to move to another class rather than remain at the top of the Sprogs indefinitely.

Spearheads

This class lost a lot of its colour when Doug Harrow-

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TOP: The Sprog Sakubula, C. Manson, slips past the big 76-ft. schooner Lorraine, Arthur Holgate owner-skipper, which created a stately sea-faring background to the whole Regatta Week.

CENTRE: The Spearhead turnout was small, but they put on a lot of vivacious sailing. This is A. Watermeyer's Gergee, fourth in the final tally.

RIGHT: A Fireball sailed by J. C. Edwards, Q.P.Y.C., leads a mixed bunch of Sprogs in one of the afternoon turnouts.

BELOW: These are the sort of conditions dinghy sailors dream about. Having all the fun of the fair is skipper Barry MacKellar, H.Y.C., and his crew.

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smith withdrew at the last moment. Dave Denley could not come from Durban, leaving a clear field to W. Siebrits, of the George Lakes Yacht Club, to win the regatta after coming first in every race. He was seldom challenged and in second place was A. Versveldt, of the University of Cape Town Yacht Club, and third Hulmut Losken, of the same club.

I cannot help feeling that the Spearhead sailing was not up to the standard they have set themselves in the much-vaunted advertisement and publicity campaign. First, the non-arrival of the top skippers was a damper. How can a class build up its public image without the best exponents at every regatta?

Spearhead officials have been at their wits end during the past few months to dispell the currently-held view that the class is basically unstable. Yet the very first chance they had of disproving this opinion proved a loss of face for the class. On Wednesday's heavy blow, only five of the ten craft ventured out and not one of the five finished the course.

The hundreds of spectators at the end of the jetty saw a specially inept casualty sequence. A Spearhead capsized less than 20 yards out.

The skipper and crew swam around, waiting for their boat to overturn completely. When this happened after a few minutes, they climbed on the overturned hull, shouted at the spectators' jeers and waited for a rescue craft. They made no attempt to right their craft. When a motor boat arrived, they climbed aboard, deserting their craft close to the jetty. Ten minutes later another rescue boat approached. A 15-year-old boy swam to the Spearhead, righted it himself, derigged the boat and steered it home behind the motor boat.

Royal Cape One Designs

S.A.Y.R.A. never took a more correct step than when they gave this class national status. They are lovely boats and their calm, unhurried yet dignified sailing won them many new friends and admirers at Saldanha Bay. Their starts and finishes were off the end of jetty and consequently each R.C.O.D. event was keenly watched.

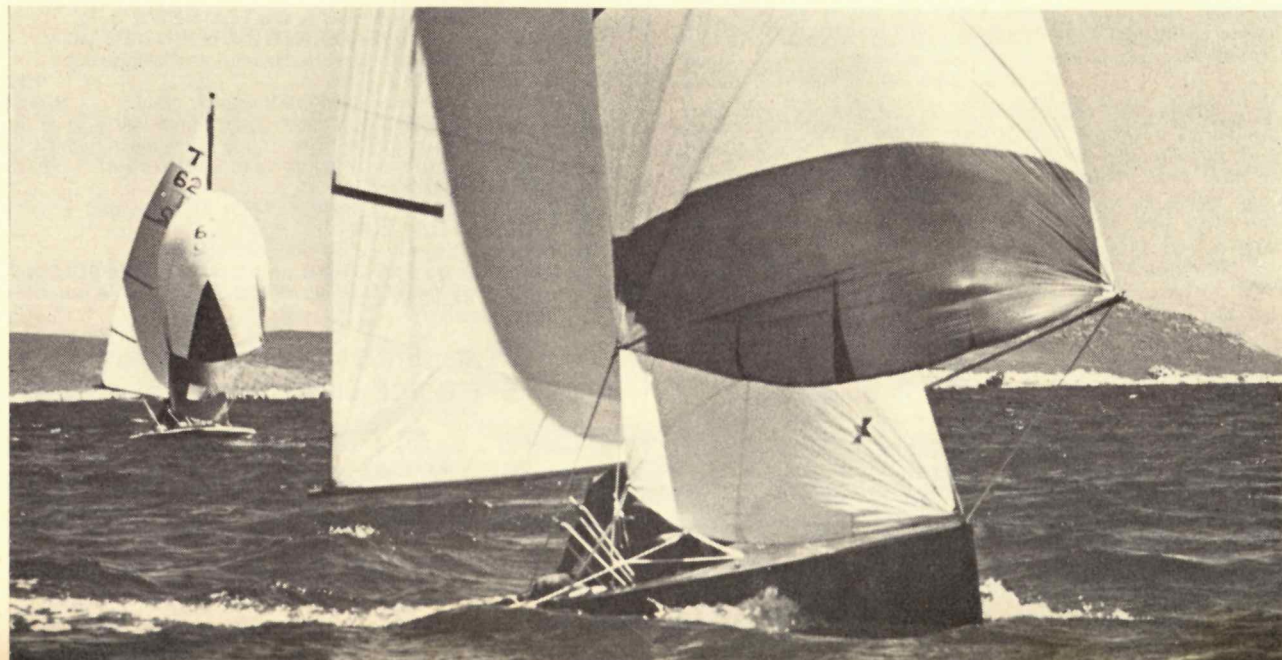
Monie Salamon, in *Cirrus*, established his lead early by winning the long race from Cape Town to Saldanha Bay. He was threatened by Gordon Phillips, in *Stratus*, and Ken Warr in *Schatzi*.

Schatzi had to take second place to *Zeeslang* last National Regatta at Saldanha Bay and, try as Ken might to pip Salamon, he just did not. Ken's most creditable sailing

Winning Andy was *Aiglon*, sailed by John Spilhaus and Allan Serritslev, who cleaned up with four firsts, a fourth and a "Rtd." These two built the boat together (in true Andy style) and launched her only a few weeks before the National. Second man, George Meek, put in probably the best sail of the fleet on that hard-weather day when Shirley Fitton won among the wind-battered Sprogites.

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Photo: David Baker.



was on Wednesday afternoon in winds gusting to 42 knots. He won comfortably.

"O" Class

What a variety once again entered under the "O" flag. Their detailed results are printed elsewhere in this magazine.

To me the most interesting class were the Tempos. Designer Jack Köper lost no time in gaining the lead and winning comfortably. The Tempos with their beautiful, clean lines are intriguing and consequently their ability in the heavy and light seas was watched.

They seemed to perform best in medium conditions. In light winds they could not point very high and in heavy winds they either did not finish or their bows tended to dig into the waves on the runs.

John Spilhaus, of Zeekoevlei Y.C., won easily in the Andies and B. L. Morrison, of the Island Sailing Club, gained the Dabchick Cup.

Conclusion

This writer has covered Nationals in the past few years and it appears that South African yachting wants an infusion of new blood.

True, the sport is well-established with thousands of supporters throughout the country. But what I find most disconcerting is the regularity with which the familiar names come to the fore in every class.

Certainly there has been Peter Morgenrood and Bryan Metcalfe who won the F.D. cup unexpectedly. This year we saw Ernie Shaw, a new Finn leader, come second in his class. But apart from these few instances, few new names have come to the front in recent years.

Perhaps it is the reputation of strong competition at Nationals which keeps younger club members from coming. Or it is possible that they cannot afford the cost of transporting their boats.

Whatever the cause, I am sure it warrants careful thought by our senior yachtsmen. For a start, many of the best skippers could easily give up one week-end a month of club racing to concentrate on training the younger sailors. Some clubs might consider a 50-50 subsidisation of young sailors who cannot afford to pay for themselves.

It is vitally essential for these sailors to compete in regattas. The future of our yachting rests with them and, if they are dissuaded from continuing, the results could greatly harm the sport.

Another change in the regatta scene noticeable is the switch to the skin-divers' famous foam-rubber "wet-suits" by some of the top skippers, and others. When conditions are really grim they take a lot of the hardship out of cold water and lashing wind. More stamina, of course, means more concentration on the job of sailing.

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STORMVOGEL....

(Continued from page 15)

to the finish.

The breeze holds, and close-hauled we can just make the course. Suddenly the wind, from blowing at 20 knots, falls dead. Are we in the shadow of the hills? After a few nerve-racking hours a fresh breeze again. There we go.

In the early morning hours the wind is light again, and heads us. With our new lightweight genoa we creep along at five knots—and so we pass the finish.

No record, but well-deserved line honours as first yacht to finish. An interesting race, well celebrated by Hobart hospitality.

We have an international crew on board, five nationalities, starting with myself as racing skipper, the only Hollander, Nan Bowen, our veteran racing cook, (South African—Australian born); Peter Lindeberg, cruising skipper and his wife Lotte (Sweden); navigator Bill Fesq (Australia); Peter Cosgrove (Australia); Jim Sandison (America); Ian Macdonald (Australia); Kevin Alston (South Africa); James Elliott (New Zealand); Hamish Riddoch (New Zealand); Tony Glassner (Rhodesia); Don Hargrave (New Zealand); Frank Ikin (Tasmania); Hugh Garnham (Tasmania); and Chris Sutton (South Africa).

When the handicap results were worked out, of course, Australian ocean racing history was made by Magnus and Trygve Halvorsen, who won for the third time in succession in their 38-ft. canoe-sterned sloop *Freya*.

They are, of course, the same family who started the familiar Cape Town boat-building firm of Louw and Halvorsen, before emigrating to Australia. *Freya* was also a member of the so-successful Australian Admiral's Cup three-boat team in England last year.

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Monie Salamon's *Cirrus* was best of the Royal Cape One-Designs, winning the first offshore leg from Cape Town to Saldanha, and round-the-buoys he got three firsts, a second and a third.

Photo: David Baker.

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