

CLUB NOTES

SALDANHA BAY YACHT CLUB: Well-known "The Hole", round the corner from Hoedjies Point, is the headquarters of this growing club—and of the SA Naval Gymnasium. Here the National Regatta turnout of Royal Cape One-designs are moored stern-to at the Gym's President's Jetty. Photo: David Baker

DURBAN DOINGS . . .

By Bianca Lavies

Glinane Finn Week . . .

THE sixth Glinane Finn Week, held in Durban between Christmas and New Year was one of the closest ever, with the contest wide open till the end and all depending on the last race.

There were 29 entries which included four visitors; J. McCrae of V.L.C., S. Woodcock of V.L.C., Archie Park-Ross of the Bloemfontein Yacht Club and Dick Haliburton of the Henley Midmar Yacht Club.

The winds were light in all except the last race and because of this there was little excitement as far as capsizes and gear damage was concerned. Interest was centred in protests, more than in any other Finn Week.

Twenty four yachts started the first race in the series of six, with five to count, in the afternoon of Monday December 27. The wind was moderate north-east.

Ernie Shaw in *Fleur de Lys* took the lead after the start and followed round the first mark by Johan Louter, Bob Nuttall and Ernest Morrison. For the whole of that round the four yachts were in a close bunch well ahead of the rest.

Shaw kept his lead till the leeward mark of the second round, when on the long beat that followed Morrison passed him and was well in the lead at the weather mark. Morrison crossed the finishing line 25 seconds ahead of Shaw, followed by Johan Louter and Bob Nuttall.

The next morning 19 yachts started the second race under cloudy rainy skies in a moderate south-westerly.

Morrison took an early lead and was first round the first mark followed by Robin Harris, Berry Smith, Bob Nuttall, Ernie Shaw and Johan Louter.

Shaw made up four places on the beat and overtook Morrison on the run after the weather mark. The two leading boats were very close and well ahead of the rest of the fleet during the next round. Shaw was leading Morrison by 14 seconds when they rounded the weather mark for the second time.

Then a sudden capsize, caused by a wet mainsheet slipping through his hands when freeing his sail on the run, cost Shaw his race. Morrison passed him and held the lead.

Basil Powell, of the Island Sailing Club, sailed an excellent race and was in third place nearly throughout. Johan Louter, Bob Nuttall and Dick Haliburton fought it out for fourth till Louter passed Powell practically on the finishing line.

Louter, however, was disqualified for not giving water, which gave third place to Powell, fourth to Nuttall and fifth to Haliburton, who finished with a bad hole in the side of his boat caused by a collision when Robin Harris lost control of his boat when he broached on the run.

The winds were so light for the third and fourth race the next day that the judges were forced to shorten course for both.

In the pouring rain 23 yachts started the morning's race in a light south-westerly wind, which dropped completely during the second round and then switched to the south-east.

Ernie Shaw led from the start and was followed round the first mark by Robin Harris, Johan Louter, Ernest Morrison, Bob Nuttall and Berry Smith.

Morrison made up two places on the next long beat and was 55 seconds behind Shaw at the weather mark, closely followed by Nuttall and Harris. Louter was fifth.

At the end of the long run back the wind dropped completely and Shaw, about to round the leeward mark suddenly fell into a windless patch with the next five boats catching up on him fast. All rounded the mark at the same time, but Shaw drew ahead again and just managed to keep his lead and, with Louter close on his tail, he crossed the finish. Only five seconds separated them. Nuttall was third and Archie Park-Ross fourth.

The wind was still south-east and very light for the afternoon's race, which belonged to Archie Park-Ross almost from the start.

Following him round the first mark were Robin Harris, J. McCrae, Bob Nuttall and Ernie Shaw.

It took the yachts nearly an hour to do the long beat to the next mark, where they discovered on arrival a big tanker had been tied up, which forced the whole fleet to skirt the ship as well.

Owing to the usual pressure of space, Glinane Finn Week page of pictures has had to be held over from this issue . . .

Berry Smith was round it first, closely followed by Park-Ross who soon regained his lead, increased it and was 2½ minutes ahead of the rest of the fleet when the judges shortened course. Smith lost two places on the next three legs to Shaw and Morrison. Fifth across the finish was Robin Harris.

After the race there was a rather unusual outcome of two protests: Berry Smith won one against Morrison and Morrison won one against Smith, with the result that both were disqualified.

Twenty two yachts started the fifth race on Thursday morning in a very light easterly wind. Shaw led for the whole race, pulling away all the time. Nuttall and Louter fought it out for second place. Nuttall just managed to pass Louter on the last beat to the finish. Guy Goodricke, with a borrowed mainsail, sailed exceptionally well and was third for a large part of the race.

Imagine Shaw's tremendous disappointment at the finish when there was no gun for him. He had been over the line at the start and instead the gun went to Nuttall.

Louter was disqualified in a protest for not keeping clear as windward boat.

The slip-up of Shaw in the last race brought him very close to not winning the trophy. One more race to go and the contest was wide open between Morrison (with two wins and a sixth), Shaw (with two seconds and a first) and Nuttall (with two fourths, a third and a win). Morrison and Shaw were disqualified in one race, which they would discard. Nuttall still had to discard one, which meant that if Nuttall won the last race and Shaw or Morrison came less than second or third he would win the trophy. If, on the other hand, Shaw or Morrison won they would win the trophy.

The final race brought a stiff easterly, which all expected would favour Morrison.

There were many capsizes and more than half the fleet of 22 yachts retired.

Shaw was fourth round the first mark, but pulled ahead of Basil Powell, Johan Louter and Ernest Morrison on the run. Powell capsized just after rounding the next mark.

Shaw and Louter were very close for the next two legs, followed by Robin Harris, who sailed extremely well and even took the lead at one stage, but then had to retire when his mast jumped out of its step after rounding the weather mark for the second time.

Louter and Shaw remained close till Shaw took the lead at the leeward mark. Shaw then drew well ahead during the last round.

Louter was second across the finishing line, followed by Morrison, Bob Nuttall, Berry Smith, Ted du Plooy and Archie Park-Ross.

And so Shaw became the new holder of the Glinane Finn Trophy, which was presented to him by Steve Glinane after the last race.

It had been a most enjoyable week with many social events—a welcoming cocktail party on Monday; a dinner on Tuesday; films and slides on Wednesday; a party at the home of Ernest Morrison on Thursday; and the prize-giving and New Year's Eve dance on Friday, keeping everyone busy at night.

The organising committee, consisting of Steve Glinane, Berry Smith, Bob Nuttall and Malcolm Gibbs (trophy secretary), certainly booked a great success with their efforts.

Overall results: 1. *Fleur de Lys* (E. Shaw) 7,056; 2. *Fame* (E. Morrison) 6,404; 3. *Mickey Finn* (R. Nuttall) 5,677; 4. *Lula* (A. Park-Ross) 5,191; 5. *Fox II* (J. Louter) 4,590; 6. *Vino Bianco* (D. Haliburton) 7, Finnwhale (B. Powell).

On Handicap: The prize of a silver tankard went to: 1st race, E. Morrison; 2nd race, J. Haliburton; 3rd race, J. Woodcock; 4th race, Archie Park-Ross; 5th race, G. Woodcock; 6th race, Ted du Plooy.

Glendee Yacht Club . . .

THE first Northern District Championships were held in conjunction with the annual regatta of the Glendee Yacht Club. It has been planned that each of the Northern Natal clubs takes a turn in being host.

Four days were set aside—Thursday, December 16, a race for a barrel of beer; on Friday three races for the Smallie Junior Trophy; on Saturday a tune-up race at 1 p.m., then two races for the Tom Worthington Trophy and the Northern District Championships. The third and the fourth leg sailed on Sunday.

Twenty-four yachts took part. Six were from the Lady-smith Boating Club, four from the Newcastle Aquatic Sports Club, two from the Island Sailing Club in Durban and the rest were local craft.

The weather was not particularly kind and the first two days were practically blown off the programme.

A howling north-west wind led to the race for the barrel of beer on Thursday to be postponed by two hours.

Four yachts broke gear during a trial run in the morning and one of these unlucky craft was the visiting Dabchick *Dinkum* of the Island Sailing Club, skippered by Lesley Wood.

Six boats ventured to the start at four o'clock, three Sprogs and three Sharpies.

Bunny Elliott was first across the finishing line in his local Sharpie *Kazuka*. Only just, as he got stuck in the sand and Harry Ellens of the Ladysmith Boating Club in his Sprog *Sweat and Tears*, who had been second or third throughout the race, caught up rapidly. Ellens had hit a bouy which gave the barrel of beer to Elliott. The only other boat to finish was the Sprog of Heinz Wierman, the Commodore of the Glendee Yacht Club.

On Friday a sudden 40 m.p.h. gale sprang up after the 10-minute gun for the Ian Smillie Junior Trophy race, which led to all racing being cancelled.

The weather, however, was fine on the Saturday and Sunday.

Visiting yachtsman Stuart Wood, of the Island Sailing Club in Durban, with his father Tommy as crew, became the winner of the first Northern District Championships.

He sailed extremely well, keeping up with the Sharpies in most races.

Among the Sharpies, the local craft *Kazuka*, carrying a new set of sails and sailed by Bunny Elliott, "walked away" from the fleet in the first race of the Northern Districts Championships and was well up in the others.

A skipper with a lot of bad luck was Harry Ellens of Ladysmith. The boom of his Sprog *Sweat and Tears* broke during the barrel race, he tore his mainsail in the sudden

gale on Friday and capsized and lost his rudder in Saturday's race.

The Glendee Yacht Club now has 16 yachts, two power-boats and a rescue launch. The latest addition to the fleet is the Sharpie *Machete*, which was bought by Jimmy Marshall. Her deck was badly holed in the recent hailstorm at the Henley Midmar Yacht Club and Jimmy has done an excellent repair job.

The Rev. Matthews has sold his Graduate, which brings their number down to four. The club has now five Sharpies, two Sprogs, one Fireball, one Enterprise, one Dabchick, one Hornet and one Dolphin.

The club has completed the first half of their racing season for the windy prize which was won by Hector Maré in his Sharpie *Lance*. The competition for the prize was keen and there was a tie on points for second place by *Kazuka* (B. Elliott) and *Sea Fever* (R. Beavitt). Third was John Eedes in *Fire Flair*.

The waters of the Tom Worthington Dam, on which the club sails, have been kept high and this has completely killed the weed which has not reappeared for several seasons.

Overall results of the windy prize of the Glendee Yacht Club: 1. *Lance* 1,927 points (Hector Maré); 2. *Kozuka* (B. Elliott) and *Sea Fever* (Reg Beavitt) 1,428; 3. *Fire Flair* (John Eedes) 1,327; 4. *Alabama* (George Clarke) 1,002; 5. *Mkonto* (Glyn Durham) 703; 6. *Svetlana I* (Heinz Wiermann) 701.

Glendee Yacht Club Regatta: **Line up Race Saturday:** 1. *Fury* (L. Emanuel) N.A.S.C.; 2. *Diblish* (C. Schwegman) G.Y.C.; 3. *Mkonto* (G. Durham) G.Y.C.

Class Results (on scratch): **Sharpies:** 1. *Kozuka* (B. Elliott) G.Y.C.; 2. *Mkonto* (G. Durham); 3. *Lance* (H. Maré) G.Y.C.

Sprogs: 1. *Sonyette* (S. Wood) I.S.C.; 2. *Svetlana II* (C. Matham) L.B.C.; 3. *Svetlana I* (H. Weirman) G.Y.C.

Enterprises: 1. *Easyee* (B. Ellens) L.B.C.; 2. *Emoyeni* (B. Kitchen) N.A.S.C.; 3. *Echo* (M. Deats) G.Y.C.

O Class: *Fury* (L. Emanuel) N.A.S.C. **Floating Ian Smillie Junior Trophy:** 1. *Fireflair* (R. Marshall) 2,691; 2. *Sea Fever* (T. Marshall) 2,043; 3. *Diblish* (C. Schwegman) 1,791; 4. *Sprite* (D. Emanuel).

Tom Worthington Trophy: (skipper and boat handicapped): 1. *Fireflair* (J. Eedes) 3,267; 2. *Mkonto* (G. Durham) 3,063; 3. *Gerda* (R. Schwegman) 3,012.

Northern Districts Championships (boat handicap only): 1. *Sonyette* (S. Wood) I.S.C. 3,665; 2. *Kazuka* (B. Elliott) G.Y.C. 3,267; 3. *Mkonto* (G. Durham) G.Y.C. 3,063.

Team Racing for the Parthenon Interclub Challenge Shield: 1. Newcastle Aquatic Sports Club; 2. Ladysmith Boating Club; 3. Glendee Yacht Club.

Easterling . . .

WITH a neat jury-rudder extension made out of his old dining-room table, American Bruce Katter sailed his 33-ft. sloop *Easterling* into Durban harbour after an 18-day trip from Réunion.

"Two hundred miles off the African coast, a week ago, my tiller broke in a gale and it took me three days to fix it," said Bruce on arrival.

This was not the only shaking experience during his trip which began in New York in October 1962.

"Half-way between Galapagos and the Marquesas islands, in the middle of the Pacific Ocean we (I had then two crew members) were rammed by a whale. It happened at night. He made two holes in our boat and the water started pouring in. We pumped and pumped, but the sea came in just as fast, and then we put rags in the holes which helped a bit—and that is how we reached the Marquesas.

"We spent a year in Tahiti repairing the damage and here my crew members left the boat. The next 2,000 miles I sailed single-handed.

"Another setback occurred when at sea I developed a liver disease which put me for two weeks in hospital after reaching Australia. Four months later I carried on. First to Mauritius and then Réunion which was my last port of call."

Bruce is planning to stay in Durban till February when he will continue his trip round the world by way of the Cape, to the Caribbean and California. "I hope to be back at home in Minneapolis, Minnesota, next year at Christmas," he said.

Sundowner . . .

IT was a departure with a difference when *Sundowner* set sail, the first of 10 overseas yachts to leave Durban in the next two months.

Tom Harrison, the skipper of the 24 ft. Australian (Continued on page 37)

ROUND THE BUOYS

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enthusiasts rocked and twisted on the open-air dance floor to the rhythm of an excellent Indian band. Delicious eats had also been laid on.

RESULTS

Outboard Runabout Scratch Unlimited: 1. R. Leal; 2. N. Acton; 3. R. Hansen.
Outboard Hydro Scratch Unlimited: 1. E. Britten; 2. C. Venter.
Inboard Scratch Unlimited: 1. D. Dunk; 2. J. Shepherd; 3. J. Boyce.
Outboard Runabout Handicap: 1. R. Picton; 2. N. Acton; 3. R. Leal.
Outboard Hydro Scratch Unlimited, A. V. Morillion Trophy: 1. J. Le Fevre; 2. C. Venter; 3. E. Britten.
Inboard Handicap: 1. J. Shepherd; 2. J. Boyce; 3. C. Roberts.
Outboard Runabout Scratch Unlimited: 1. D. Spierenberg; 2. R. Leal; 3. R. Hansen.
Outboard Hydro Scratch Unlimited, First Heat Miss Lucy Trophy: 1. E. Britten; 2. B. Badsey; 3. J. Le Fevre.
Inboard Scratch Unlimited: 1. N. Donnelly; 2. D. Dunk; 3. J. Shepherd.
Outboard Hydro Handicap, Goldies Motors Supplies Trophy: 1. C. Venter; 2. B. Friend.
Inboard Handicap, Jimmy Whittle Trophy: 1. J. Shepherd; 2. J. Boyce.
Outboard Hydro Scratch Unlimited: 1. J. Le Fevre; 2. B. Friend; 3. E. Britton.
Outboard Runabout Scratch 750 c.c., Fred Nicholls Trophy: 1. N. Acton; 2. T. Cammidge; 3. R. Hansen.
Outboard Runabout Scratch Unlimited: 1. D. Spierenberg; 2. R. Leal; 3. N. Acton.
Outboard Hydro Handicap: 1. B. Badsey; 2. B. Friend; 3. J. Le Fevre.
Outboard Hydro Unlimited Scratch, Ron Peattie Trophy: 1. B. Badsey; 2. J. Le Fevre; 3. E. Britten.
Inboard Handicap: 1. C. Roberts; 2. N. Donnelly; 3. D. Dunk.
Inboard Handicap: 1. P. Winsley; 3. D. Dunk; 4. N. Donnelly.
Outboard Hydro Scratch Unlimited, Wm. Daly Sunset Trophy: 1. B. Badsey; 2. J. Le Fevre.
Outboard Runabout Sunset Handicap, W. Kohrs Trophy: 1. R. Hansen; 2. R. Leal; 3. R. Picton.
Inboard Sunset Handicap: 1. P. Winsley; 2. E. Frow; 3. D. Dunk.
Miss Lucy Trophy: 1. J. Le Fevre 1,125; 2. B. Badsey 769; Cas Venter 694.
Overall results National trophies:
Bluebird Trophy: 1. R. Roseman 1,200; 2. P. Winsley 900; 3. E. Frow 675.
Protea Trophy: 1. D. Spierenberg 625; 2. R. Hansen 529; R. Picton 525.
Presidents Trophy: 1. R. Leal 750; 2. R. Hansen 695; R. Picton 590.

News from S.A.P.B.A.

At a recent meeting of the executive council the following items were discussed:

Family Runabout Class: Hans Friedlander made a plea for the continuance of Family Runabouts as a National Class, but after considerable discussion the President pointed out that the Class had been dropped from the National Register on account of lack of support, but said there was nothing to prevent Family runabouts racing at Sanctioned and other Regattas, where catered for, and also stated that should considerable support for the Class develop once again, then the matter of National Status could be reconsidered.

Insurance: J. Mahon reported that the Association's Public Liability Insurance had been renewed with the London Assurance Company at a reduced Annual Premium of R50. It was recorded that the cover extended only to the results of actions by S.A.P.B.A. officials at Regattas and did not cover the liability of clubs staging any such regattas.

Rhodesian Test Series: A letter from the Rhodesian Motor Boating Association was read to the meeting and it was unanimously agreed to accede to the request to hold the next Test series at Easter 1967. The Secretary was requested to go ahead with the preliminary arrangements with Rhodesia.

Regatta Organisation: On the suggestion of the President, it was agreed that the principle of grading Clubs and Regatta Officials be looked into and furthermore, the possibility of licensing such officials as handicappers, officer of the day, S.A.P.B.A. observers and the conducting of competency tests be adopted. The President offered to compile and conduct the initial series of tests.

Cancelled Regattas: The large number of cancelled Regattas so far this season was deeply regretted, but it was pointed out that in many cases these cancellations were occasioned by the serious Transvaal drought. It was resolved that in future any Club or Zone who felt that there was a possibility of their not being able to stage a

Regatta, should notify S.A.P.B.A. at least three weeks in advance so that the Council Officials could make alternative arrangements.

Public Relations Officer: The President presented the resignation of the P.R.O. Barney Kramer, to the meeting, and this was accepted with regret.

Pilots' Licences: It was agreed that any Racing Number not paid for by the pilot within three months of the commencement of the racing season, i.e. September 1 each year, would be made available for re-issue in the General Pilots Register—the Secretary to have complete discretion in these matters.

more CLUB NOTES

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yacht, who sails single-handed, poured "goodbye" drinks to his friends at the yacht club jetty just before leaving.

Sundowner has been in Durban for 21 months. During her stay Tom Harrison spent eight months in the Congo where he was captain in charge of the Navy. After he returned to Durban he spent several months working on his boat. He changed *Sundowners'* rig from a sloop to a ketch and made the interior roomier.

He plans to leave the boat, which he bought from the proceeds of crocodile hunting in New Guinea, in Cape Town for some time.

In March he will return to Durban to navigate the motor launch *Shandau* to the Mediterranean.

Then he will set sail from Cape Town again on *Sundowner*.

Redhouse Regatta . . .

THE decision of the Redhouse Yacht Club to hold a Festive Regatta over the New Year holidays as an innovation in the history of the Club, but the success of the venture proved the idea to be a most happy one.

Tactfully omitting any racing on the morning of New Year's Day, the first of a series of four races started in the afternoon; on the following day there were two races and on the last day there was a race in the morning followed by a braaivleis which was a gay finale to the Regatta.

Of course, these big events cause some extra work in the background and, in particular, Commodore Brian Carter, Vice-Commodore Vaughan Clark and the hon. handicapper, Brian Reynolds, were kept on the go. The bridge captain, Cherry Senn, had a band of capable helpers in Mercia Withers, Wendy Robinson, Beth Reynolds and Isa Cochrane.

The weather co-operated for the Regatta, with a light to medium south-easter throughout. There was a drizzle during part of the last race but it was not enough to dampen anyone's enthusiasm.

It was hoped that the Regatta would draw entries from other centres in the East Cape but such counter attractions as the Grand Prix in East London and the crowded state of the roads, generally, kept visitors away.

However, the neighbourly Zwartkops Yacht Club came along with welcome representatives.

Except for one race which divided strictly into classes, the others were on open handicap with a prize for the individual winner and prizes for the first boat home in each class. In the first race, sailed in a rather low tide, an additional award was made to the F.D. *Veloce* (John Kaas /George Abbot), Z.Y.C., for showing extraordinary aptitude in hitting the putty most frequently. The fleet of 31 boats was made up of nine Flying Dutchmen, ten Finns, seven Sprogs, three Tempos, one Sharpie and a Winger. F.D. *Skylark*, with her formidable combination of Vaughan Clark, skipper, and Trevor Wyatt, crew, was, overall, the most successful competitor—chalking up a win in her own class race and, as scratch boat in the open events, getting two second placings.

An enthusiastic convert to the Tempo Class is Harold Kohler, formerly owner of the 30 square metre *Trickson II* of Lipton Cup Fame. His present boat, *Timbi*, built by himself, is beginning to shape well in local river racing.