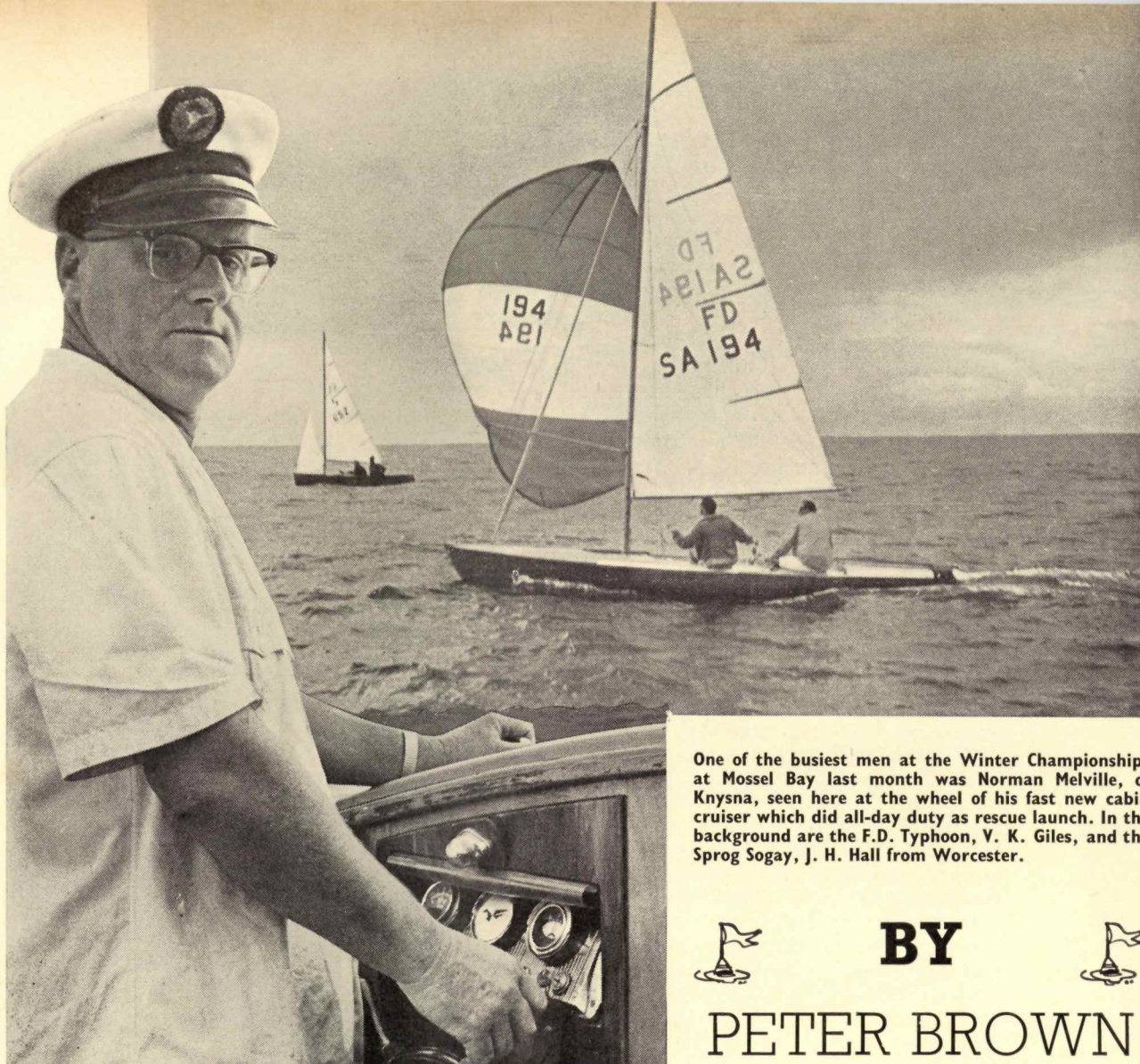




One of the busiest men at the Winter Championships at Mossel Bay last month was Norman Melville, of Knysna, seen here at the wheel of his fast new cabin cruiser which did all-day duty as rescue launch. In the background are the F.D. Typhoon, V. K. Giles, and the Sprog Sogay, J. H. Hall from Worcester.

BY
PETER BROWN

THE hard-fought, keenly-sailed Flying Dutchmen Winter Championships, held during the Easter week-end on the blue waters of Mossel Bay, leaves the South African selectors in an agonising dilemma with no clear indication of who the top skipper will be.

With less than a year to go before the choice for the F.D. World Championships in Canada must be made and with only one national regatta to be sailed, the selectors—who will be a S.A.Y.R.A. committee working in conjunction with the F.D. Association—will need the wisdom of Solomon and the tact of a paid party politician.

There are two trials of strength which must guide the selectors. The first was convincingly won by John Sully, of Durban, at Saldanha Bay. The second, held at Mossel Bay, was won by David Butler, the Rhodesian Olympic skipper who is not eligible for selection, with John Sully second. Although Sully topped South African skippers, two yachtsmen who were ruled out by their performances at Saldanha Bay leapt back into the limelight.

If Sully wanted to put his choice beyond any shadow of

doubt, he had to win the F.D. Championships and hammer his challengers into the background. Instead he ended 1,079 points behind Butler.

Far from obliterating his competition, Bryan Metcalfe, last year's Springbok, achieved a significant improvement by coming third and the Snowball Twins miraculously hoisted themselves from an eleventh at Saldanha to fourth.

The question which immediately springs to mind is: "What has happened to Sully's sailing?" Nothing. He is as good as he ever was in heavy weather and a lot better in light winds. No, Sully has not declined, nor did he have a "bad" regatta. It is just that the competition is getting stronger and more determined.

In the past when the Olympic representatives were chosen once every four years, the allowance for bad regattas was much greater. But now with the choice being made every second year, no one who considers himself the next South African F.D. Springbok dare have an "off" regatta for fear of dropping out of the running.

It is probably this reason more than anything else which

spurred our F.D. skippers on to better performances.

Proof of the skippers' enthusiasm was the long distances they travelled for a week-end: Butler from Rhodesia; Don Ord, Bryan Metcalfe, Harry Cross, Hellmut Stauch, John Tainton, Fred Raas, Jimmy Watson and Ted Jordan all from the Transvaal; Sully and Mick Butcher from Durban and the rest of the 34 yachtsmen from the Eastern Cape and Cape Town.

It is no easy task for a small club the size of Mossel Bay Yacht Club to hold a miniature national regatta with such limited facilities and accommodation. But this is exactly what the M.B.Y.C. did . . . and with resounding success.

The last time "big" sailing hit the town was in 1959 when the Olympic trials were held on the bay. But this year in addition to the F.D. Winter Championships, the combined Western Province and Eastern Province Championships, attracting 120 yachts, were held at the same time.

The success can be attributed to the organising committee consisting of three members of the Eastern Cape Yacht Racing Association, Rob McPherson, Tommy Senn and Eric Vos, the president, and three members of the Mossel Bay Yacht Club, Ken Andrews, Nattie Myerson and Melville Stephens. (In addition to running his hotel, which was filled with yachtsmen, Melville was up to his waist in water at the slipway before and after each race helping with the launching and retrieving of craft.)

The Mossel Bay Yacht Club badly needs funds and support. The Mayor said at a reception for yachtsmen that he welcomed any advice on how to improve the club and promised financial support. However, many yachtsmen following a move started at the Olympic Trials joined the M.B.Y.C. as country members at R2 a time to show their appreciation of the regatta.

COURSES

This was the first major regatta run by Tommy Senn, secretary of the E.C.Y.R.A., and he came out of it with flying colours. In addition to handling much of the organisation, he served as the judge for every race, deciding on the courses and all the accompanying legalities.

The only mild controversy of the regatta was the insertion of the three-hour time limit for the racing. Before the start of the series, many senior yachtsmen held that it was impossible to have both a shortening course clause and a time limit clause in the instructions because each race would have to be sailed until the three hours were up, if a result had not been achieved sooner.

The first day was completely windless and in the very first race the sailing committee were baulked by the shortening course and time limit clauses, with the race eventually being scrapped after three heart-breaking hours on the glossy bay.

After the race, the time limit was removed from the instructions.

The same method of course setting was used as that employed at the past two national regattas. Full marks must go to the skipper of the S.A.N. *Oosterland*, Tommy Senn and his advisors for hitting on the right wind direction every time.

With only one ship to drop the markers, a number of difficulties were encountered. The *Oosterland* had to drop the weather and wing marks and then travel downwind to the start mark. This meant that if the distance between the weather and wing marks had been incorrectly calculated, there was nothing the ship could do to alter the setting in time for the race.

I found the close reach between the weather and wing marks short compared to the long, broad reach from the wing to the downwind mark. This snag did not occur at Saldanha Bay when two naval ships were engaged in course laying.

In spite of this small snag, the South African Navy (without whom any regatta the size of a national or a winter championships would be almost impossible to run) has mastered the art of reliable, accurate setting.

Perhaps at the next regatta the committee ship could refrain from dropping its anchor until the ten-minute gun. This means the ship could take advantage of any wind shift and set the line at right angles to the wind. Occasionally, the wind alters slightly, to give advantage to a port or

starboard start.

One of the dangers of the large, loud naval starting gun is that it might burn a hole in a sail belonging to some skipper trying to get too close under the bows of the ship. Future judges might consider dropping a mark 20 yards from the ship and while the buoy does not serve as a mark of the start line, it will be illegal for skippers to go inside it.

This will obviate any danger and keep small yachts away from the rolling ship.

ENTERTAINMENT

The Mossel Bay boys certainly know how to keep a crowd of thirsty, hungry yachtsmen happy. Each evening there was some entertainment and most spectacular was the Mayor's reception where visitors were treated to hundreds of oysters.

There was a welcome change from the segregated F.D. dinner at Saldanha Bay where only skippers were allowed to go.

At Mossel Bay the doors were thrown open to crews and their wives as well.

No South African regatta would be the same without Rothmans of Pall Mall and this time we have to thank Neville Simmonds and Courtney "Four Star" Heath. They coped very efficiently with inquiries and requests—for medical aid and tunes over their loudspeakers—and a host of other chores which are always left to the willing Rothmans team.

MOSSEL BAY

Undoubtedly this ideal spot nestling beneath the grand Outeniqua Mountains must rate as one of the premier bays in the country for small boat sailing. Its waters are sheltered; the winds usually good—although they were unkind to yachtsmen on the first few days in Easter; there is plenty of accommodation; it is served by a regular rail system and there is an airport at George near by. All these factors help make Mossel Bay one of the most suitable places in South Africa for the establishment of a marina containing a permanent home for yachting. It would be to the advantage of the Mossel Bay Council and local yachtsmen if they press for such an amenity after one of the most successful regattas held in South Africa recently.

FLYING DUTCHMEN

It was as difficult as it ever was to gain a place in the top ten and those who did can confidently regard themselves as the best in South Africa. The final placings in the first ten were: David Butler, 1; John Sully, 2; Bryan Metcalfe, 3; Snowball Twins, 4; Hellmut Stauch, 5; Vaughan Clark, 6; Don Ord, 7; John Tainton, 8; Mick Butcher, 9 and Ken Warr 10.

The championships saw more closely-contested sailing
(Continued on page 27)

F.D. Mystic, Fred Raas, sails in company with the Worcester Sprog Seluki, K. S. Sterling. In the background is the Victoria Lake F.D. Kamadeva, T. Jordan.



F.D. WINTER CHAMPS—AND THE REST AT MOSSEL BAY

Fuel tanks, 300 gallons of petrol can be carried, are integral with the hull and help stiffen it. They, too, are of balsa and resin-glass construction.

As can be seen on the drawings reproduced the accommodation is ludicrous and meant only to comply with the rules. There is very little floor space indeed while the obligatory w.c. takes up most of what there is. A galley is called for and will be housed on the shelf between the cockpit bulkhead and the deep floor carrying the forward ends of the engine bearers. Over this shelf one must also crawl to get into the cabin.

Next year the rules are to be tightened to prevent this sort of dismal access to a cabin, but for the present it will suffice and is a palatial entrance compared with some craft where one has to wind oneself round engines and fuel tanks to get anywhere near a bunk.



There is honestly not a terrible difference in performance potential between any of the modern deep vees. Some are marginally better in certain conditions than others, a few are marginally better all round. Thus it tends to be the detail bits and pieces which are the deciding factor in a race.

On *Speedy Jackie* there are one or two vaguely unusual features in the bits and pieces line.

Perhaps the most obvious are the trimming tabs-cum-stabilizing fins mounted on the shaft brackets. A small boat running at very high speeds and with a deep-vee form is somewhat lacking in stability, for its running bottom is only a very narrow strip of hull.

Here the fins are directly in the propeller slipstream and so give a positive and fair amount of balancing moment to the hull. By altering their angle of attack by means of hydraulic rams and connecting linkage, the trim of the boat can be altered too.

Every designer tries to make the crew as comfortable as possible, for it is the crew quite as much as the boat that wins races. Some people prefer to sit at the job of steering and there are elaborate and costly seats available that will allow this without collapsing under the strain. Price per seat is about £150. Others like to stand, since the knees act as good shock absorbers when the going gets rough, and remember that if there were, say, 3 g's acceleration in the cockpit a human body weighing 150lb. would weigh a virtual 450lb. at the moment of impact.

On *Speedy Jackie* the crew stand and I had originally thought of making the cockpit floor a trampoline type of thing. That would take much of the shock out of the descent, but the ascent might be too interesting to be practical. Hence a sprung deck is incorporated. This has quite small stainless steel springs above and below it and should be reasonably effective.



The final feature worth a mention, though it is not shown on the drawings reproduced, is the fact that petrol can be pumped from aft to No. 1 tank forward through a standard Whale Gusher 25 pump. This will allow the trim of the boat to be controlled to a small degree without having to flood a ballast tank with sea water, as is the normal method and which leads one simply to carry around several hundred pounds of unnecessary weight.

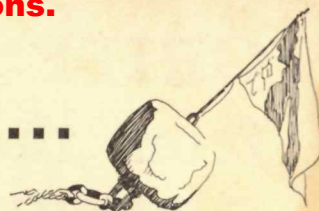
In the state shown *Speedy Jackie* ought to be capable of 70 knots or thereabouts and such a speed is required for a good chance in the Cowes-Torquay race.

Dr. Savundra is talking, too, of running both motors on methanol, when they should develop about 900 h.p. each, and having a crack at the world open water speed record which stands at something like 103 m.p.h. Very little fuel would be needed for such an attempt, of course, and this would keep weight down and potential speed up.

Speedy Jackie is 30 ft. overall; 23 ft. 9 in. on the waterline; and has a beam of 8 ft. 6 in. Perhaps she represents the type of boat that fairly soon will be seen dashing about South African waters in power boat races. These events tend to be won by specials, after the settling down period in which all sorts of craft wind up in front, and the one-offs then teach everyone a good deal about high-speed boating and how to achieve it in reasonable comfort—apart from winning the races. ■■

Mossel Bay ...

(Continued from page 23)



with none of the runaway wins which were recorded at Saldanha Bay.

The first race was sailed in very light winds with the ocean swells upsetting the sails and making spinnaker runs a nightmare. One of the few people not to be upset by the lack of spinnaker winds was Hellmut Stauch who caught up from twelfth to second in one run just using his genoa.

Asked why he did not hoist his spinnaker like every other skipper he replied: "S-u-p-e-r-i-o-r helmsmanship, my boy!" And it was, too!

The first race was cancelled because the time limit expired. This came as good news to most of the fleet and a shock to Bryan Metcalfe who had skilfully inched his way into a commanding lead with the second boat, Ted Jordan, way behind him.

The second race was postponed to Friday morning.

Butler gained a strong position by winning three races, making it impossible for anyone to oust him.

It was encouraging to see Ken Warr, of Cape Town, frequently up with the leaders. He must now rate as one of the most experienced skippers from the Cape.

The most significant improvement was shown by the Snowball Twins, Graham and Warren, and Bryan Metcalfe. The Snowballs have gone a long way to overcoming their fleet, winning one race.

Bryan Metcalfe destroyed any illusions yachtsmen may have had about his sailing after Saldanha Bay. He was always a constant threat and his win in the last race was superb after taking advantage of his great skill in light weather. This race began in light airs which died completely. The wind then shifted to come from the other direction, eventually gusting up to a full trapezing wind.

Metcalfe saw the wind shift coming and increased his lead to finish by more than two minutes.

Senior members of this class have been worried for some years by the failure of any newcomers to beat the old hands. They feared that if the enormous cost of F.D.s keeps out youngsters, the future of the class may be threatened.

One of the encouraging features of Mossel Bay was the emergence of John Tainton, of East Rand Yacht Club. His first regatta was Lourenço Marques which was followed by Saldanha, where he showed his ability by coming third in one race . . . and then being disqualified.

During Easter he had improved immensely and—helped by his burly, capable crew, Norman Webster—he gained a third and fourth in two of the races and was in the first ten in the others.

If Tainton keeps up this standard, he is definitely one of the skippers to watch.

FINNS

Although the leading skippers of the class did not travel from the Rand or Durban, the standard of sailing among the Finns was first-rate with Geoff Paterson, Geoff Myburgh, R. H. Stephenson, R. M. McPherson and Gordon Burn-Wood (that was the final finishing order) showing what strong competition this class can provide in an inter-provincial championship.

It was good to see Gordon Burn-Wood back at the helm of a Finn, showing the qualities of seamanship which have taken him to the top.

Geoff Paterson's sailing was excellent and this was proved by his rise from eleventh at Saldanha, when he was one place behind Geoff Myburgh, to first, overtaking McPherson and Stephenson who had both beaten him a few months earlier.

The Cape is rapidly building up a powerful Finn Class who might soon cause a great upset at a National and overwhelm the strong fleets of Durban and the Rand.

A Cape skipper who cannot be ignored is Lionel Frid-

(Continued on page 53)

F.P. WINTER CHAMPIONSHIPS:

Club	Yacht	Helmsman	Points Winter Champ.	Position Winter Champ.	Position Provincial
M.S.C.	PERI 11	A. D. BUTLER	7447	1	1
R.N.Y.C.	ARETE	J. A. SULLY	6368	2	2
V.L.Y.C.	MATILDA	B. METCALFE	5748	3	3
<i>Finn</i>					
Z.V.Y.C.	SHUFTI	G. V. PATERSON	4872	1	1
Z.V.Y.C.	FEIRIE	G. V. MYBURGH	4349	2	2
R.Y.C.	FIDO	R. H. STEPHENSON	4173	3	3
<i>Sprog</i>					
Z.V.Y.C.	SHEA	G. KOPER	4830	1	1
Z.V.Y.C.	SMERSH	A. BRUINS	4705	2	2
Z.V.Y.C.	SAMPAN	S. MIDLANE	4177	3	3
<i>Spearhead</i>					
K.Y.C.	VIXEN	W. E. SIEBRITS	3307	1	1
K.Y.C.	ANITRA	H. K. MATHIESEN	3006	2	2
U.C.T.Y.C.	ORION	J. A. VERSFELD	2279	3	3
<i>Sharpie</i>					
Z.Y.C.	FOXHOUND	W. A. LONGLAND	3215	1	1
Z.Y.C.	WINGS	IAN LONGLAND	2738	2	2
Z.Y.C.	STRODELIN	W. O. HAUKOHL	1960	3	3
<i>Tempo and Fireball</i>					
Q.P.Y.C.	FEZELE	W. J. van RENSBURG	3967	1	1
Z.V.Y.C.	TEMPEST 11	M. WARR	3684	2	2
Q.P.Y.C.	CONWAY	COLIN EDWARDS	3480	3	3
<i>Extra</i>					
Z.V.Y.C.	GIJIMA	R. FORSTER	3539	1	1
H.Y.C.	XERAFIN	R. C. D. HUTCHINGS	3414	2	2
F.B.Y.C.	TALISMAN	W. J. MYLREA	1937	3	3
<i>Andy</i>					
Z.V.Y.C.	ARIEL	J. A. SPILHAUS	2011	1	1
Z.V.Y.C.	KITE	T. N. BEELE	1710	2	2
S.A.N.S.A.	NIKE	A. B. DRISCOLL	404	3	3
<i>Dabchick</i>					
W.Y.C.	MIDGE	P. HALL	3516	1	1
Z.Y.C.	WAHOO	N. T. SUTHERLAND	2261	2	2
W.Y.C.	MISS MUFFET	M. STERLING	2136	3	3

MOSSEL BAY

(Continued from page 27)

John who is—best—in heavy weather. He won the second race which pushed him up to an overall position of eighth.

SPROGS

It was like the National regatta all over again with razor-sharp competition among Gerhard Köper, Albert Bruins, Stan Midlane and Colin Forster, who sailed for the South African Naval Sailing Association.

There has never been a time when one centre, like the Cape, has been so strong in the Sprogs and one can be sure that it will be many years before other skippers manage to beat these sailors.

Results in the class were: Gerhard Köper, 1; Albert Bruins, 2; Stan Midlane, 3; Colin Forster, 4 and E. M. Wyatt (Mrs.) 5.

SPEARHEADS

The series was another runaway victory for William Siebrits, of Knysna Yacht Club, sailing *Vixen*. He won convincingly at Saldanha Bay and his second win at Mossel Bay puts him well to the fore of the class.

Second was H. K. Mathiesen and third J. A. Versfeld.

TEMPOS AND FIREBALLS

These two classes sailed as one. An interesting convert to the Tempos is Molly Warr, who for long was one of the top Sprog skippers. She has bought with her the knowledge which kept her in the fore of the Sprogs.

The results of the combined class were: W. J. van Rensburg (Fireball), 1; Molly Warr, 2; Colin Edwards (Fireball), 3; Graham Ross (Tempo), 4 and R. D. Vos (Fireball), 5.

SHARPIES

How pleasant it was to see this class back at a major regatta after their disappearance at Saldanha Bay. I hope if the class can enter six for an inter-provincial regatta they will drum up enough support to be represented at future nationals.

Results were: W. A. Longland, 1; Ian Longland, 2 and W. O. Haukohl, 3.

EXTRAS AND ANDIES

John Spilhaus, 1; T. Beele, 2 and A. B. Driscoll, 3. All three skippers are from Andies.

Dabchicks: P. Hall, 1; Nigel Sutherland, 2 and M. Steerling, 3.

Yachtsmen are a forward-looking crowd and no sooner have they finished one regatta than they begin talking about the next, stirring up a fair measure of controversy and anticipation.

One of the subjects which is of particular concern to Cape and Transvaal sailors is the choice of Durban Bay as the venue of the next National Regatta during January. The Transvaalers, many of them from Flying Dutchmen, feel that the extraordinary conditions in the bay will benefit local sailors. The Cape skippers are showing much hesitation about Durban for the same reason.

Both groups would like the venue transferred to Henley-Midmar Y.C. on the Midmar Dam near Maritzburg. F.D. skippers are quick to point out that as the selection of the next Springbok rests almost entirely on the January National, Midmar would be a much fairer choice as the dam would provide neutral waters (which will be similar to conditions expected to be encountered at the World Championships in Canada) where none of the contenders will have useful local knowledge.

FRANK ROBB

(Continued from page 28)

will write you a polite letter which being translated (between the lines) will read:

Dear Sir,

Re: Claim No. 111224V/66/B/u/LL
Before evaluating your claim we must ask you to comply with the following formalities:—

1. Kindly roll your Insurance Policy cylindrically about a powerful rocket.
2. Insert the assembly up your jersey.
3. Light fuse.

We look forward to your next communication.

Yours faithfully,

The FRIENDLY Insurance Co.

To get down to the actual practice:

Fig. 3 illustrates the normal berthing set-up. It is pretty well self-explanatory. The "breast-ropes" keep the boat "alongside": the "springs" "head-rope" and "stern-rope" stop her from "surging" fore or aft.

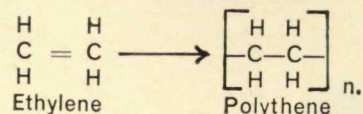
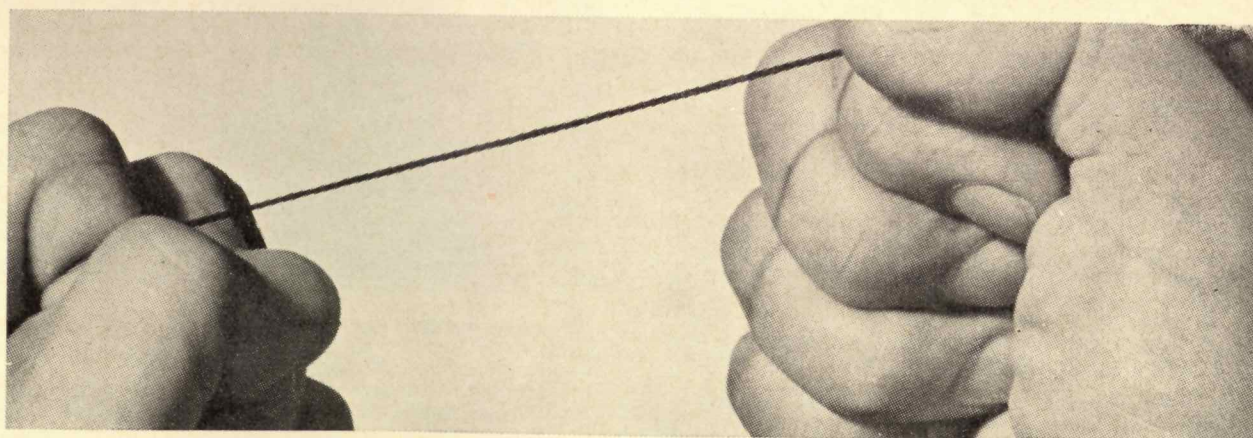
For a temporary berthing in sheltered waters (say, to land passengers or discharge a catch and clean up the boat before returning to moorings) a head-rope and a stern-rope may suffice. It depends on the prevailing conditions and on how long you expect to remain alongside. But if you expect to be berthed for any length of time you should use the breast-ropes and springs.

The drawing shows bollards conveniently spaced to take your shore-lines at "optimum" angles. In real life this seldom happens, and you will have to compromise. Try to achieve the closest approach to Fig. 3—and DO remember that your shore-lines must be tended in tidal waters.

One other point: In the books hawsers, painters and shore-lines have eye-splices (loops) which you can nonchalantly drop over a bollard. In real life this seldom happens: usually you find yourself with a stark rope-end. Not to worry. Make it fast with:

Two Round Turns and Two Half Hitches: Swish the running end twice round the bollard and twice round the "standing" part—and Bob's your uncle (Fig. 4).

This is a honey of a hitch—my favourite after the reef-knot—if you lash the running end to the standing end with a few turns of marline or twine it will never slip. ■



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