



Going, going gone—Don Purl's Psyche in the last race.

Photo: Bianca Lavies

CLUB . . . NOTES

DURBAN DOINGS . . . By Bianca Lavies

THE Point Yacht Club had its hands full this year and was almost crowded out in the busiest Easter Regatta ever held.

The number of visitors was enormous. Probably because the event was held at the same time as Enterprise Week and also, perhaps, because of the bright sunny days.

Yachtsmen had one big complaint, however—an unusual one for Durban—there was no wind!

For each race the course had to be shortened, except for the final on Monday morning, which started in a stiff south-westerly.

Four new boats were launched on Friday morning, before the start of the regatta.

They were Brian Webster's Donkin-hulled Sprog *Shy One*, a new Flying Fifteen *Frappe* by Barry Booth, the first Durban-built fibre Finn *Friendship 7* and Durban's first 505 owned by Bob Jones, *Shesa*.

The judges went out on the committee boat *Ingwe*, sedately sitting in a row of chairs on deck.

The first race finished well after sunset, with the yachts being towed back in the dark. Only the keelers managed to finish within the time limit. A resail was held on Sunday afternoon.

One hundred and thirty-four yachts took part in the regatta. The Sprogs, with 35, were the largest class. Among these were three visitors from the Transvaal: A. Ward, J. W. Hancock, and J. Graham, one from the Henley-Midmar Yacht Club, R. Giles and one from the Zululand Yacht Club, Louis Herridge.

Stewart Donkin, the only skipper with two wins, won

the Natal championships in this closely-contested class.

There were three visiting 505s from the Henley-Midmar Yacht Club, belonging to Maurice Dobeyn, his son Quinton and Norman Stephenson. This made their total four, unfortunately not enough for a class, so they took part in the combined group of which the results were worked out on handicap. Others in this class were two Dragons, four Flying Fifteens, Six O.K. Dinghies and two Rebs.

Maurice Dobeyn, in *Feefi*, got four guns and also won the combined class on handicap. Norman Stephenson had the bad luck to bend his centreboard on an anchor just under the surface near the starting line before the third race. After he bent it back his boat seemed to go better than ever and he got the gun in the fourth race!

Eighteen Finns took part, with Ernie Shaw scoring four wins and a third, becoming Natal Champion.

A brilliant skipper in the Dabchicks was Derek Morrison, scoring three firsts and two seconds to win.

Arie Goudswaard was the best Flying Dutchman skipper. He won his Natal trophy with two firsts, a second and a third.

Basil Beavan's new *Simi III* won him the Natal championship with three wins. He would have scored another win had not his mast come down five yards from the finish!

One of the most dramatic moments in the regatta was when the judges ran out of cartridges on the bridge and wanted to shorten course. A car hooter had to be used in the emergency and the craft on the water were warned by motor-boat!

An excellent social programme supported the regatta: At the prize-giving the Point Yacht Club Commodore, Mr. Joe Harris, said that his Worship the Mayor of Durban had given his personal assurance that a start would be made soon with the reclamation of a piece of land east of the Point Yacht Club, large enough for the parking of 200 boats and an additional slipway. This should be finished

in December, in time for the next National Regatta in January.

"It would mean," he said, "the end of the present congestion in the boat parking area and the crowded slipway which prevent visitors from attending our regattas."

RESULTS

Natal Yacht Association Championships

Sprogs: 1. S. Donkin 6,026; 2. T. McCrorie 5,549; 3. N. Korving 5,147.
Spearheads: 1. B. Beavan 2,838; 2. D. Wishart 2,580; 3. R. Bruneau 2,131.
Flying Dutchmen: 1. A. Goudswaard 3,238; 2. A. Higgins 2,539; 3. D. Hemphill 2,159.

Enterprises: 1. J. Bennington 5,347; 2. R. Aird 4,687; 3. W. Hancock 3,842.

Finns: 1. E. Shaw; 2. E. Morrison; 3. J. Howard.

Cadets: 1. T. Donald 2,336; 2. B. Donald 2,035; 3. R. Jack 804.

Dabchicks: 1. D. Morrison 3,919; 2. P. Goldsmith 3,317; 3. L. Bridgman 2,488.

Combined: 1. *Feefi*; 2. *Fi-fo*; 3. *Reboire*.

B.P. Trophy (On handicap): 1. *Schottische* (M. Dibb); 2. *Shy One* (B. Webster); 3. *See em off* (L. Herridge).

ENTERPRISE WEEK

THERE were 26 entries in Durban's first Enterprise Week, for which the host club was the Point Yacht Club.

It all began with a welcoming cocktail party at the home of Ken McKenzie, the father of the Durban Enterprise fleet. The next day, Wednesday before Easter, there was a tuning up and then it started in earnest with the first two races, in the series of six with five to count, on Thursday.

Six of the participants were visitors: W. Woolridge of the Henley-Midmar Yacht Club, Bill Davidson of the Zululand Yacht Club, R. Aird and S. Perry of the East Rand Yacht Club, J. Bennington of the Florida Yacht Club and Wilfrid Hancock of the Henley-Midmar Yacht Club. The trophy might well have gone to the Transvaal had Bennington and Aird not missed two races.

Tony Bennington missed the first two as he was not able to get away from work. He then scored three wins (of which one counted for the N.Y.A. Championship only), and won the N.Y.A. Championship which started on Saturday morning. The Transvaal champion, R. Aird, was disqualified in the first race, did not start in the second, but scored two firsts and a second in the rest.

Wilfrid Hancock, regardless of the handicap of a bruised and bandaged leg caused by a capsize some weeks earlier, won the contest with his consistent record of four seconds, a fourth and a retirement. He scored 5,854 points, followed by Norman Briggs with 5,377, R. Aird with 4,623, Smillie with 4,484 and J. Bennington with 4,329.

The winds were light throughout the week and forced the judges to shorten course in each race, with the exception of the final which was started in a stiff south-westerly.

The yacht *Ingwi* was committee boat for several of the starts.

Proving the claim the Enterprise makes of a family

Bob Bruneau and his crew in *Vanitie II* set the copy-book posture for maximum righting moment.

Photos: Bianca Lavies

boat, seven of the craft in the fleet carried a woman crew. Five of these were husband-and-wife teams.

First Race: 1. *Escudo* (N. Briggs); 2. *Eolian* (B. Ellens); 3. *Warp* (G. McFarlane).

Second Race: 1. *Bobbin* (K. McKenzie); 2. *Elfie* (W. Hancock); 3. *Weft* (G. Lawson).

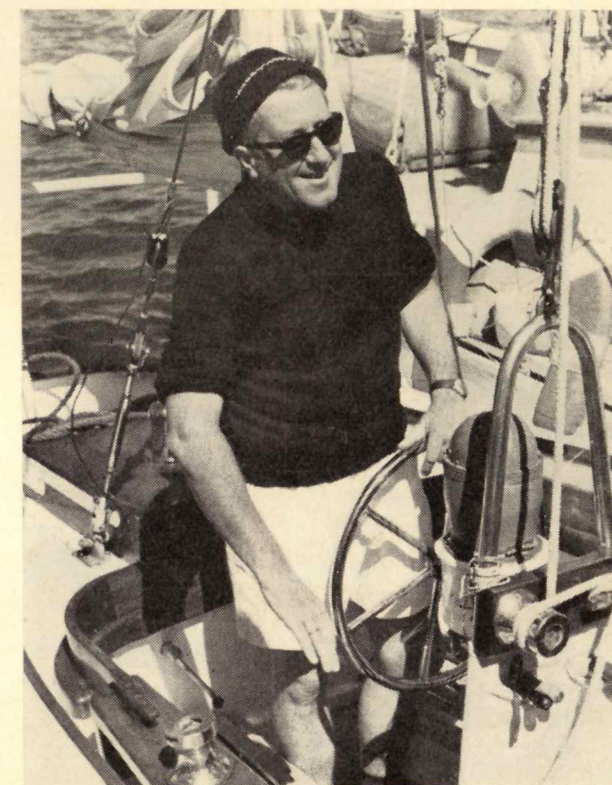
Third Race: 1. *Aiolos* (R. Aird); 2. *Elfie* (W. Hancock); 3. *Escudo* (N. Briggs).

Fourth Race: 1. *Elsie* (J. Bennington); 2. *Aiolos* (R. Aird); 3. *Little Fiddle* (A. Smillie).

Fifth Race: 1. *Aiolos* (R. Aird); 2. *Elfie* (W. Hancock); 3. *Bobbin* (D. McKenzie).

Sixth Race: 1. *Elsie* (J. Bennington); 2. *Elfie* (W. Hancock); 3. *Pirn* (K. MacKenzie).

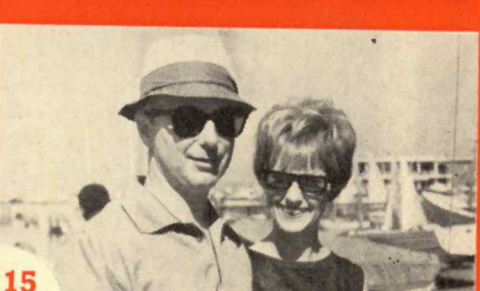
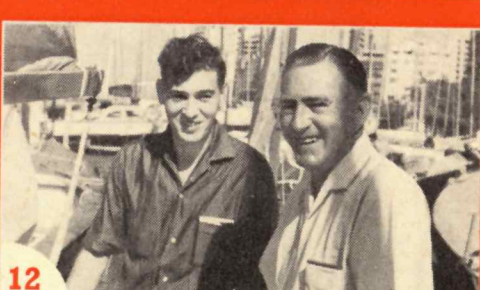
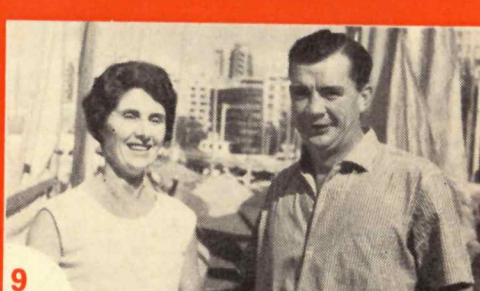
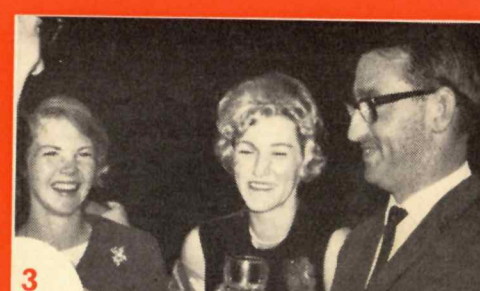
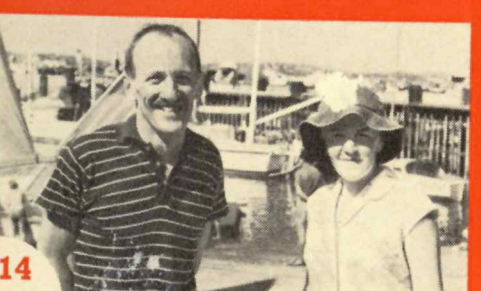
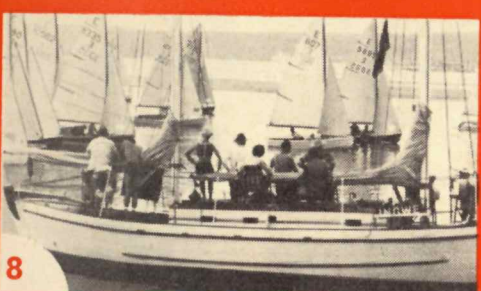
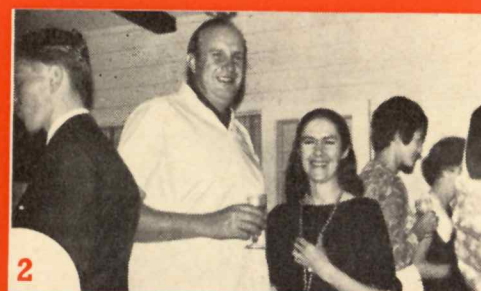
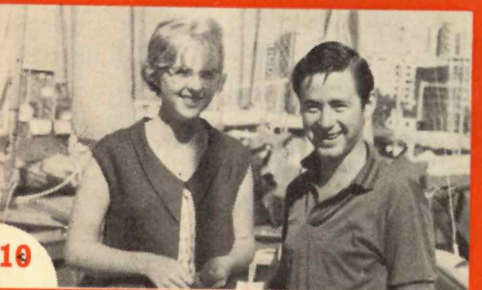
(Continued on page 46)



Dick Barends at the helm of *Wilhelmina Maria*, the steel cruiser built in his own yard at Durban.



P.Y.C. ENTERPRISE WEEK... (see page 43)



1. Russel Blogg and Fay Blogg at the welcoming cocktail party.
2. Ken and Megan MacKenzie hosts for the party.
3. From left Moreen Plotts, Glenda Christianson and Bob Fraser the Vice Commodore of the host club.
4. From left Ronnie Simpson, Sally Simpson and Peter and Megan Hall.
5. Mr. and Mrs. Gladwyn Westwood and their daughter Gweneth.

6. Eleanor and Bill Wooldridge of the Henley Midmar Yacht Club who sailed Ensolo.
7. Mrs. Elizabeth Perry who with her husband sailed Sinclair of the East Rand Yacht Club.
8. The Committee boat Ingwe at one of the starts.
9. David and Mary Alexander of Durban who sailed Elf.
10. Gillian Wright and Bill Ellens of the Lady-smith Boating Club who sailed Eolian.
11. Barry Booth who launched a new Flying Fifteen at the Easter regatta having lunch

- with Mrs. Booth and Pieter 12 and David 8 who crewed for him.
12. Norman Briggs (right) and Mervin Purdey who sailed Escudo.
13. Wilfrid Hancock and his crew David Stumbles, the winners of Enterprise Week.
14. Bill and Jill Everett who sailed Emoyeni.
15. Tony and Denise Bennington of the Flamingo Yacht Club. Tony Bennington won the Natal Enterprise championship.

Photos: Bianca Lavies.

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CLUB NOTES

(Continued from page 43)

Urania wins through

FOUR Durban men, Frik Potgieter, Fritz Timmerman, Ko van Nus and Alex Coutts, who sailed a 40-ft. ketch from Mossel Bay to Durban, got the fright of their lives when off Plettenberg Bay two whales dived underneath their boat.

"They were easily 60 ft.," said skipper Timmerman, the owner of the craft. "They looked like a small island coming up at first. At 50 yards to port they disappeared and appeared again 40 yards to starboard."

Another frightening experience was passing very close to a rock.

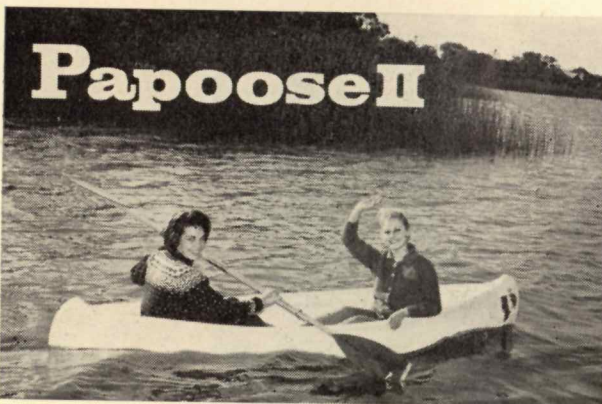
"We tried to run into shelter from a strong north-easterly near Waterfall Bluff, as the pilot book said it was safe there," said Potgieter. "Alex was on the wheel. We were 50 yards off shore when suddenly we all saw this enormous rock 20 ft. above the water. Alex thought it was another whale, but we held our breaths as we skimmed past it."

Fritz Timmerman bought the *Urania* in Mossel Bay in 1961. She was a line-fishing boat, which he converted into a gaff-rigged cruiser.

When he changed his job to Durban two months ago, where he now works as a marine surveyor, he got a crew together to sail her up.

They left Mossel Bay on March 17, spent two days in Port Elizabeth and 1½ days in East London where they just missed a 66 m.p.h. gale.

(See pictures opposite)



SAILS ON THE HIGHVELD



BY PETER BROWN

AS the cold winds begin blowing from the Drakensberg and the south, closing cruises are the order of the day in many Highveld clubs and only the brave are sailing in the "frostbite" series.

The cold winds provide some consolation for the "frostbite" sailors because it gives them hard, steady winds which they have been deprived of since the end of last year. But the wind is icy and if a yachtsman is splashed with water the wind can turn him into a shivering wreck, unless he is warmly dressed and wearing a rubber wetsuit.

Before the cold set in, Victoria Lake Club held its annual Easter Regatta with a huge entry of 120 yachts. As usual the crowd was well catered for both in food, under the supervision of the secretary, Steve Liddiard, and on the water. Mainly responsible for the smooth bridge organisation was Henry Lindemann. Dave Bullock, who was trophy secretary, ensured all other arrangements went like clock-work.

The only element which could not be organised was the wind, which virtually disappeared for the regatta, leaving the yachts to drift quietly round the course. The gusts were so unpredictable and erratic that in one race Glynn Graham, in Flying Dutchman *Marwin*, finished 25 minutes ahead of "Chappie" Chapman.

Much of the sparkle was taken out of the F.D. fleet by

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the entry at Mossel Bay of so many of the best Transvaal skippers, leaving Graham and Chapman as the leading lights. However, what the F.D.s lacked the other classes, with so many good skippers, more than made up.

Trevor Wellbeloved and "China" Willcox battled with each other in almost every race in the Sharpie Class, giving the other skippers hardly a look in.

As usual the Spearheads had a strong entry with Doug Harrowsmith always well to the fore. Wibo Zwart and Jan van Nimwegen struggled against each other in the Finns and Paul Helmbold had a runaway win in the Sprogs by taking every race with Ernie Davies always second.

The success of the regatta was greatly helped by the men from Rothmans, led by Basil Darlington.

RESULTS

Flying Dutchmen: Steve Liddiard Trophy: Glynn Graham, 1; E. G. Chapman, 2; B. Poznavich 3. Handicap: B. Poznavich, 1; Glynn Graham, 2; G. Hozee, 3.

Sharpies: Trevor Wellbeloved, 1; China Willcox, 2; Tommy Fitzgerald, 3. Spearheads: Emdon Trophy: Doug Harrowsmith, 1; R. McCall, 2; J. Basson, 3. Handicap: R. Horn, 1; P. J. Vanderle, 2; Doug Harrowsmith, 3. 505: V.L.C. Trophy: Danny McKenzie. Scratch: Danny McKenzie, 1; Arthur Saul, 2; B. Dutton, 3. Handicap: B. Dutton, 1; R. E. Boyes, 2; Peter Liddiard, 3.

Finns: V.L.C. Trophy: Jan van Nimwegen. Scratch: Jan van Nimwegen, 1; Wibo Zwart, 2; M. E. Thomas, 3. Handicap: R. Hartley, 1; A. McCraig, 2; M. K. Turner, 3.

Sprogs: Edgar Trophy: Paul Helmbold, 1; Ernie Davies, 2; D. S. McKercher, 3. Gorps Guzzle: Paul Helmbold. Handicap: W. Tyson, 1; Mrs. J. Tainton, 2; Paul Helmbold, 3.

20-Footers: Edgar Trophy: J. A. Corlett in *Kelpie*. Scratch: J. A. Corlett. Handicap: Jim Perrot.

In spite of the gaiety and excitement of the regatta, there was a touch of sadness. It was the last time Glynn Graham and his crew Dennis Blackbeard sailed together. Their's has been a highly-competent and successful combination that has taken them to the top.

Blackbeard bought the boat from a sailor in the Northern Transvaal. The boat, which originally belonged to Hellmut Stauch, was not in great shape. It had capsized at the 1964 National Regatta at Saldanha Bay and been washed ashore.

The pair worked long hours on the boat, reconditioning it and transforming it into an efficient well-tuned sailing dinghy.

Graham and Blackbeard brought distinct talents into racing which are seldom found in a skipper-crew combination. Blackbeard, who has crewed for years and knows every trick of the trade, tuned the boat superbly, while Graham had the seldom-found gift of getting the boat to go while not being very clued up about its tuning.

Blackbeard bought the boat with one intention—to win a National Regatta. The first they entered, at Allemanskraal, was a superb success with the pair who had never sailed in a National together gaining third place.

They repeated this feat at Lourenço Marques by coming third in even stronger competition. Nothing, it seemed, would stop them from gaining their ambition. However, in the first race at Saldanha Bay this year, they were disqualified in a port-and-starboard incident. This seemed to put them off and they dropped to eighth overall.

And now the boat has been sold, but not before they soundly beat all opposition at the V.L.C. Easter Regatta. Although the pair never achieved their ambition, they have left a string of successes behind them and a golden example to others who have been put off F.D.s by the heavy expenses.

Blackbeard bought a badly damaged boat, reconditioned it by hours of hard work and drove the boat frequently to win from the best equipped yachts South Africa has to offer. The lesson is obvious—and many of our young hopefuls should take note of their efforts.

Anonymous Open Letter to the Mountain Sailing Club:

Dear Karin and Christian,

Thank you for a wonderful Easter week-end. I have been going to regattas all over the country for the past seven years, and I have never come across a club that provides a luxury regatta such as yours.

Yachtsmen are notoriously tough—they will rough it in tents, sleep on hard stretchers, eat out of tins mixed with grass and sand, and generally put up with an enormous

amount of discomfort—all for the sport of sailing!

How strange it was, then, to spend an Easter week-end pampered and spoilt—even the setting of Ebenezer Dam looks like the opening scene from *The Sound of Music*.

Some of us arrived early on Wednesday and were welcomed by Cliff Atherstone and his gang of black helpers—heavy 300 lb. Finns were no problem at all—these same helpers were on hand throughout the regatta.

The Atherstone farm was the home during the regatta for 20 visitors and their children, and I am told that a fantastic movie was taken of the daily early-morning queue for you know what!

The Iuel's farm was also the home for another 20 guests. City housewives watched 50 eggs being scrambled for breakfast in fascinated silence! John Neggetti Junior visited the Iuel's daily for his ration of Jersey milk; Val, his mother,

(Continued on page 50)



ABOVE: The gaff-rigged ketch *Urania*, converted from a line-fishing boat at Mossel Bay, after her arrival in Durban.

BELOW: The crew of *Urania* photographed soon after their arrival in Durban: from left Frits Timmerman, the Skipper-owner, Ko van Nus, Alex Coutts and Frik Potgieter. (See report on page 46) Photos: Bianca Lavies





more CLUB NOTES

(Continued from page 47)

swears that this milk has a natural tranquilliser in it!

Throughout the regatta, the whole mob of us were provided with lunches and suppers; every day gallons of soup, loads of rice and yards of polonies arrived—and were consumed. Mrs. Stubbs was O.C. cook, helped by Mesdames Betton, Leach, Atherstone, Williamson and Gillette.

We had two fabulous parties. On Saturday night the morals of all concerned were probably saved by the battery that went flat—stopping the music! and a strange shirt-changing mania that overtook the Finn skippers and their dancing partners.

Sunday night was prize-giving and very interesting. Doug. Kruger was given the Dabchick prize, and Karin Iuel spent the latter part of the evening running up and down retrieving mixed-up prizes from astonished skippers and crews; it was also interesting to see the usually self-assured commodore—Christian—all fingers and thumbs, when he had to pin a medal on the dress of Mrs. Zena Bluett, the President's lady, who presented the prizes!

The prize-giving ended with a splendid cheese-and-wine party "on the house"—and a special thank you to Roger Gillette, Malcolm Jagoe and that old charmer Trevor MacGaffan, who provided the waifs and strays at the party with dancing partners, company and a lot of fun.

We hope to see you all again next Easter—and thanks.

* * *

In addition to all this merry-making this was a very interesting sailing regatta—although the wind was very light, and nerve-wracking for the competitors, the outcome of the races were nearly always photo-finishes and exciting for the spectators, who could see it all from above.

The bridge was run by Micky Williamson, Steve Elliott, Mrs. Gould, Pat Stubbs and two B.O.A.T. officials, Brian Haynes and Sandie Goldie. Keen yachtsmen do not approve of running starts, nor of abandoned races, but as the newly-formed Bridge Officers' Association is still comparatively in its infancy, one must not be too critical.

The results were worked out efficiently and quickly.

The actual sailing results are reported elsewhere; here are a few high-lights.

Dabchick racing at Ebenezer is keen and encouraged; Bokkie Stubbs, who has reigned supreme for two years, was flummoxed this year by the girls—though we all missed seeing Anne and Johann van Deventer on the water this year, they were represented by their two daughters who carried off not only the Dabchick prize, but also the special M.S.C. Guns prize.

There was a sizeable entry of 21 Finns, with T.Y.C. carrying off most of the honours. Six skippers were consistently in front, and right up to the last beat to the line, we never knew who would out-guess the other.

Cliff Atherstone (M.S.C.), Lajos Neggetti (E.R.Y.C.) and Vic Kohly, Dick Richards, Woiteck Przybylski, Darryl Gething (all from T.Y.C.) sailed consistently well.

Darryl Gething was the surprise and lucky winner—he has sailed a Finn for about four months and this was his first regatta as a skipper. I know that Hellmut Stauch, who presented the Fox Finn Cup, will be happy to know that his cup is in good hands. Darryl learnt a lot of his sailing and rules from Florian and still reads his sailing diaries.

RESULTS

Finn (22 entries): Fiona (D. Gething) T.Y.C.; Furor (S. Richard) T.Y.C.; Luffin (J. Legeti) E.R.Y.C.; Finch (V. Kohly) T.Y.C.
Enterprises (7 entries): Sleek Sails (N. Noel) M.Y.C.; Mokum (J. Terink) M.Y.C.; Big Wings (K. Arnold) T.Y.C.
Dabchicks (7 entries): Dammit (Miss Van Deventer) M.Y.C.; Amakwezi (B. Downs) E.R.Y.C.; (B. Stubbs) M.Y.C.
Sprogs (6 entries): Sarissa (P. Pearce) E.R.Y.C.; Skaren (R. Robert) P.S.C.; Snookums (D. Malan) E.R.Y.C.
O Class (2 entries): Allright (D. Kruger) T.Y.C.; Thunderbird (J. Leach) M.Y.C.

Transvaal Yacht Club . . .

THE fame of the Voodoo Party will by now have reached you and so little is left to report on. Whow! what a party!

Its organisers' wildest hopes were realised: effortlessly it lifted itself off the ground and, once airborne, never looked back until sheer mental and physical fatigue compelled revellers to call it a day (or night) and retire.

This is looking at this humdinger from the club's togetherness point of view, which was the prime motivation.

The second motivation, also urgent, was financial. This was also a wild success as the net profit of R199.82 shows.

Actually we went farther than R200, because Jimmy Liddell, bless his heart, fully aware of the penalties of being overseas when we throw a Voodoo Party,—black magic, evil eye, etc.—made the truly magnificent gesture of donating R50 "toward the band and what-have-you." Three cheers for Jimmy, boys and girls! May he have a good trip and, as far as the club is concerned, many imitators in every respect.

Jimmy is not the only one who comes in for thanks. John Fassler, who executed the fabulous masks, Wendy de Lorm, who slaved in the kitchen for three consecutive days and then managed to enjoy the party to the hilt, Sheila Fassler, Gladys Lude, Yvonne Milachowsky, who all gave much needed hands, the other de Lorms and, last but not least, Douglas and Christine Kruger, who organised the bar and the band.

All these come in for thanks. Specially Dougie who barged to Brits for the bar licence, had the tickets printed and proved a rock of Gibraltar in the hubbub of that nerve-shattering thing called "organising a party".

It was marvellous to have Commander West, Hon. Life Member and one of the club's Old Guard, at the Voodoo Party. Here's to hoping he will not restrict his visits to parties only.

Hartebeespoort Dam Motorboat Club's Committee received six complimentary tickets for the party, but due to a do of their own, to which our Commodore was invited, only their Commodore could visit us. Close co-operation in future is being visualised.

In the coming season the F.D. Class will suffer a serious set-back by the departure of Danya Baikoff for Cape Town where he has accepted a position. Of course, all the best, etc., to Danya and Jill, but here we sit trying to overcome the pangs of parting. Rurik is staying behind and desolate crew George is casting about for a reasonable skipper. Any offers?

Like a ruddy phoenix rising from the ruddy ashes, the Sharpie Class shows every sign of reviving, thanks to Cees Arnold who is energetically pumping new enthusiasm into the owners—quite some new members, too!—of these worthwhile boats. Loud applause from the bridge who has not succeeded in finding another boat not costing the earth and manageable for husband-and-wife teams treasuring their marriage. Up the Sharpies! May we never have less than three, if possible some more than that, on the water in the coming season. Come on, Sharpie skippers, let us give the old class a bang!

Easter at Bethlehem . . .

FORTY-NINE boats took part in the Easter Regatta of the Athlone Yacht Club, on the Loch Athlone Dam near Bethlehem.

As in other years, the many yachtsmen taking part had booked their cottages along the dam and all were enthusiastic about the excellent facilities and the friendly spirit.

The water was low, but the winds made up for it and yachtsmen were delighted to sail each race in a good breeze.

Nine clubs were represented—Florida Yacht Club, Emmerentia Sailing Club, Flamingo Yacht Club, Bloemfontein Yacht Club, Murray Park, Ladysmith Boating Club, New-castle Aquatic Sports Club and Bushmans Boating Club. O.K. Dinghies sailed for their National Championship.

Eleven boats took part and the top skippers were: 1. A. Foden (Emmerentia Sailing Club); 2. E. Rindfleisch (Murray Park) and 3. D. Rogerson (Emmerentia Sailing Club).

For the other classes there were four races, with three to count.

There was also an inter-provincial championship, won by the Bloemfontein Yacht Club.

Ten Enterprises took part and the trophy was won by Ken Kay of Florida Yacht Club, Jack Kay of the same club second and Tyn Gonggrijp of the Bushmans Boating Club third.

There were 21 Sprogs, of which Charles Maytham, of the Ladysmith Boating Club, was the winner. Terry Clarence, of the same club, was second and Norman Parker, Bloemfontein Yacht Club, was third.

There were three Solos, of which F. Mackerchar, of the Emmerentia Sailing Club, was the top skipper. Of the three Wingers, Roger Warner, of the Athlone Yacht Club, was best.

At the regatta it was planned that the Sprog Highveld Regatta in September, 1967, is to be held at the Loch Athlone Dam.

Imperial Yacht Club . . .

ON Saturday, April 2, Imperial Yacht Club, Muizenberg, held their "closing cruise", followed by the junior prize-giving.

As this function featured in the programme of the False Bay Easter Festival which included a low-level "fly past" by a Boeing 727, and a series of parachute jumps into the water from aircraft of the Cape Aero Club, the day proved an eventful one. A large number of spectators and visitors thronged the banks of Zandvlei in the bright sunshine.

I.Y.C. were pleased to act as host to the parachutists, one of whom expressed a desire to crew on a Sprog for the cruise round. The Commodore, in his welcoming address later, suggested that the Sprog skipper should be offered a free parachute jump in return. The skipper remarked that whereas he had fallen into the vlei many times from the deck of a Sprog, he was blown if he was going to try it from 2,000 ft.

The season's racing in all classes, Finns, Sprogs, Tempos, Wingers and Dabchicks was of a high standard. Two brothers in the junior section carried off several trophies, after sailing regularly and perseveringly. There will, no doubt, be a serious "sharpening of pencils" by the handicap committee next season.

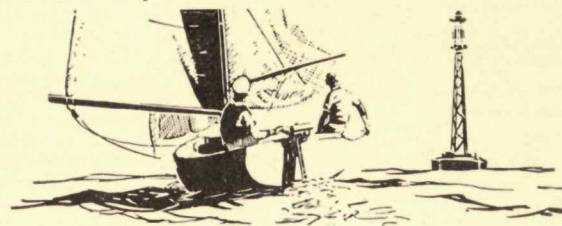
The I.Y.C. junior sailing results are as follows:

Bullen Cup, B.P. Trophy, Fairest Cape Trophy: D. Eatwell; Glenora Cup, R. Irlam Jun.; Norman Jeffes Memorial Trophy, D. Price; Dr. Leon Trophy, Juniors, D. Eatwell; Lamouette Cup, Dabchicks, G. Norris.

Over the Easter week-end a large number of Imperial members were the guests of the Hermanus Yacht Club, where they competed in the annual Easter Regatta with very satisfying results, prizes being won by Joe White and Ken Hopkins in the Tempo Class; Brian Visser, Andy; Wes Walters, John Rutherford, and Mike Hitchcock sailing Wingers, and Danny Price and John Rapley on their Dabchicks.

I.Y.C. were pleased to win the Easter Egg Trophy for the team race, entering 14 yachts of a total of 27. The week-end was thoroughly enjoyable and we all join in thanking H.Y.C. for their hospitality.

Coming events at I.Y.C. are the Closing Cruise Dance and senior prize-giving on April 22, and a Junior Regatta at Zandvlei on Sunday, May 1, to which junior members of all the local yacht clubs are invited.



BELOW: Many visitors and guests attended the False Bay Yacht Club opening cruise and were entertained on board Lorraine in perfect weather.

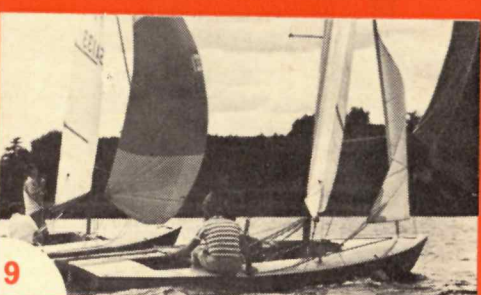
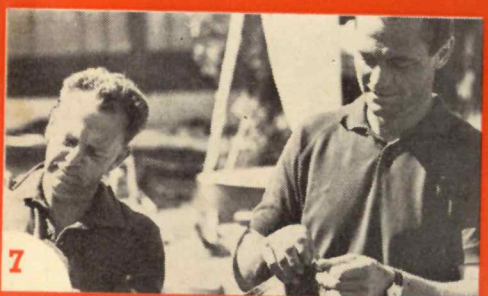
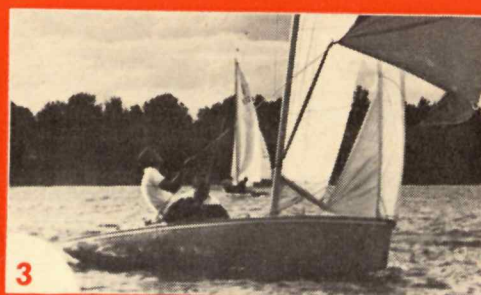
TOP TO BOTTOM: P. Oakman, Imperial Y.C.; Dave McCormick, Commodore F.B.Y.C.; S. Hill, Worcester Y.C. and G. Van Willigh, Commodore of Vogelvlei Y.C.

Dr. Haywood's trimaran slips past Lorraine at moorings.

Mr. and Mrs. Eric Pearce, Vice Commodore Royal Cape Y.C. Geoff and Helen Myburgh and Jan Lello.



AT VICTORIA LAKE...



1. The Somner brothers, Alf and Al . . .
2. Chappie Chapman settling down after gybing his Dutchman.
3. Presto 11 going well on a spinnaker reach.
4. One of the many confusing roundings at the leeward mark.
5. Some of the 505's found the reaches too close to carry their bags efficiently.
6. Bob McCall leading Jock Adelbert on a run down-wind.
7. Jeff Campbell (crew) and John Bird (skipper) of the Spearhead Bagatelle.
8. Danny Mackenzie and friends.
9. Dutchmen coaxing the most out of the zephyrs.

Photos: Pat Fraser

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 Transvaal, 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.

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

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.

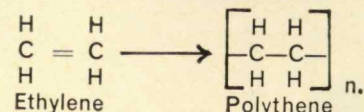
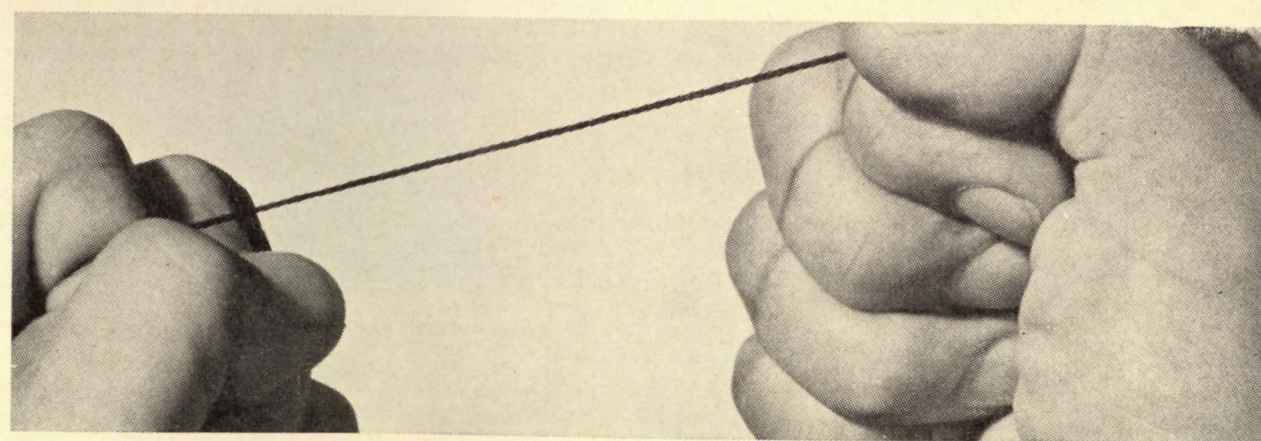
For a temporary berthing in sheltered waters (say, to land passengers or discharge a catch and clean up the boat before returning to moorings) a head-rope and a stern-rope may suffice. It depends on the prevailing conditions and on how long you expect to remain alongside. But if you expect to be berthed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