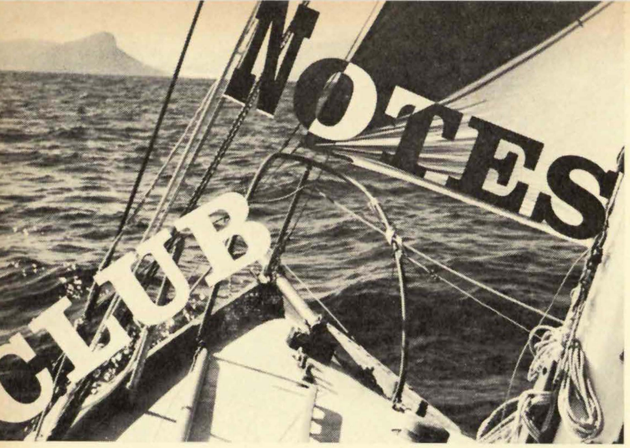
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The club with probably the best offshore sailing waters in South Africa is the False Bay Yacht Club. Here Bill Smith's Vagrant II points her bowsprit at Elsie's Peak, one of the mountain features that surround the bay from Cape Point to Cape Hangklip.

Zululand Interclub Regatta . . .

THE Zululand Yacht Club's annual interclub regatta, as popular as ever, had 44 entries, 29 from Durban. For the first time there was a class for Enterprises; seven of the nine from Durban, spurred on by Ken MacKenzie (the father of the Durban Enterprise effort), who hired an enormous diesel-lorry to transport four, lent his car to tow up one and flew up himself in his plane.

There were six Dabchicks, 11 Sprogs, seven Fireballs, six O.K.s and the O Class of two 505s, one Finn and one Cosmo.

Four of the Fireballs, John Mallett's, John Sampson's, Basil Hulbert's and Mike Low's, came from the Henley Midmar Yacht Club. Another visitor from this club was Maurice Dobeyn in his 505 *Feefi*.

A smart blue reception tent, run by Rothmans, who also looked after the announcing, the music and the rescue, was the first thing that struck the visitor. The tent even had a red carpet!

The series consisted of three sunny-weather races, one on Saturday afternoon and two on Sunday.

The Fireball Class had seven entries, three local and four from the Z.Y.C. The winner of this class, it had been decided, would be the Natal Champion.

There was no doubt about the champ. John Sampson in his *Flamingo* of the Henley Midmar Yacht Club won all three races. Second was Siem de Jong of the Zululand Yacht Club and third J. Mallet of the Henley Midmar Yacht Club.

In the 11 Sprogs there was a close fight between Nickey Korving and Louis Herridge. Herridge won with Stewart Wood, of the Island Sailing Club, third.

Rienk Duursma won all three O.K. races, with Emil Bodamer second and Andy Cohen third.

Gavin McFarlane of Durban and his wife Shirley, who was his crew, were the stars of the Enterprise Class. They won all three races. G. Lawson and D. Geerdts, both of Durban, were second and third.

Winner of the six Dabchicks was local skipper, David Herridge. Derrek Morrison and Pam Goldsmith, both of Durban, were second and third.

Maurice Dobeyn won the O Class in his 505 with Peter Cardwell second and D. Mattinson third.

The interclub was won by the Zululand Yacht Club with 9½ points, followed by the P.Y.C. with 7½ and the H.M.Y.C. with 7.

The bridge was run by chief judge Laurie Pasco, from Durban, helped by Berry Smith and Robin Harris.

Henley-Midmar . . .

TEMPO'S have found their way to Midmar Dam. Jock Marshall is building one and hopes to launch it in July and three more are expected soon: one from Rhodesia, one from the Transvaal and one from the Cape.

Les Bray and Gee Bompas have launched a 505. Already racing 505s are Fritz von Klemperen, Norman Stephenson, two belong to the Dobeyn family. Another to launch one soon is Cliff Coldbeck.

There are now seven Fireballs, including one Peter Boswell is building.

The club will hold their Azalea Regatta during the first week-end in September and are hoping to hold the South African Fireball Championships at the same time.

DURBAN DOINGS . . .
By Bianca Lavies

NINE yachts took part in the Flying Dutchman Week-end held by the Royal Natal Yacht Club. One race, of the series of three, was held on the Bay on the Saturday afternoon and two the next day were held out at sea with special permission of the Port Captain.

There was one visiting craft: *Thalia* sailed by J. Nasmith of the East Rand Yacht Club.

John Sully was miles ahead throughout the race on Saturday. Ted du Plooy was second and Roger White third.

The Flying Dutchmen were towed through the harbour entrance on the Sunday morning by *Woodrose, Skyline* and *Emerald Isle,* which was to be committee boat at sea.

The races were held over a triangular course and the larger craft, taking part in the off-shore racing that morning, were using the same buoys to ensure adequate escort for the Flying Dutchmen.

John Sully had some bad luck; he was in the lead at the last but one mark of the first race when his boom broke which forced him to retire in that race and the following one.

Mick Butcher finished well ahead in both races sailed at sea, but as he had been forced to retire in Saturday's race after a capsize, the contest went to Ted du Plooy and his crew Dick Andrews who had scored three seconds.

The overall points position was: 1. *Commanche* (E. du Plooy) 2,262; 2. *Aurora* (M. Butcher) and 3. *Psyche* (D. Purll).

The year 1967 will be a busy one in Durban yachting. Not only is it the seventy-fifth anniversary of the Point Yacht Club, for which special feature racing will be

(*Continued on page 40*)

OPPOSITE, TOP TO BOTTOM:

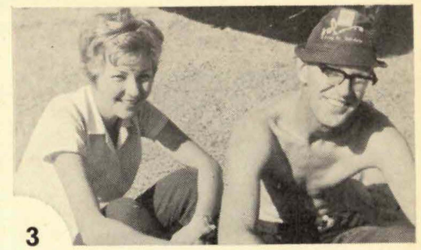
1. **Maurice Dibb and his wife Yvonne sailed Schottische from Durban.**
2. **Lesley Wood (right) and her skipper Cecily Harris, both from the Island Sailing Club.**
3. **Joy Swensson and Rienk Duursma, from the Bluff Yacht Club.**
4. **Dolf Haage, of the Zululand Yacht Club, and Bert van Dijk, his crew on Fireball Albatros.**
5. **An overseas visitor: Ted Smith (left), skipper of the 41 ft. Australian ketch Robyne, Lee and George Cadenhead.**
6. **Unlucky Russell Blogg broke the mast of his O.K. Tammy during the third race.**
7. **Douglas Mitchel, wife Yvonne and their son Craig from the Zululand Yacht Club.**
8. **At the Rothman's tent: Ted Dunster, Monty Charlton-Jones and Mrs. Heather Herridge.**
9. **Colin Dibb and his crew Bernard Schreiber sailed Dibbchick.**
10. **A lonely O.K. sail in the sunset—the view from the clubhouse at sundowner time.**
11. **The braaivleis.**
12. **A group of Durban yachtsmen at the braaivleis and dance on the Saturday evening.**
13. **Ron Blake (left) Rhodesia's representative as crew on 505 in the Olympics crewed with Maurice Dobeyn (also in picture).**
14. **Dave Leys and Des Davidson (left), of the Zululand Yacht Club.**
15. **Mrs. Diane Hurter, the Zululand Yacht Club's secretary.**
16. **From left: Pierre Theron, John Mullett, Ans de Jong and Siem de Jong.**
17. **Gavin and Shirley McFarlane, the stars of the Enterprise class, with their trophy.**
18. **The big lorry which carried four Enterprises from Durban.**

Photos: Bianca Lavies

ZULULAND YACHT CLUB . . .

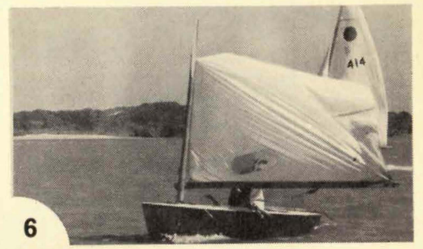

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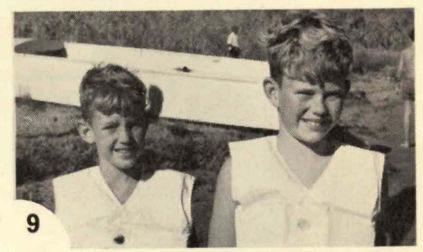

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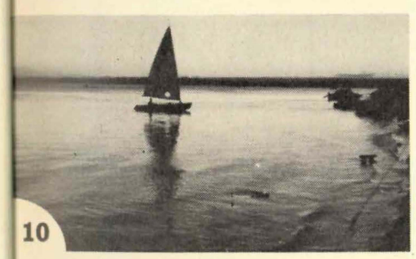

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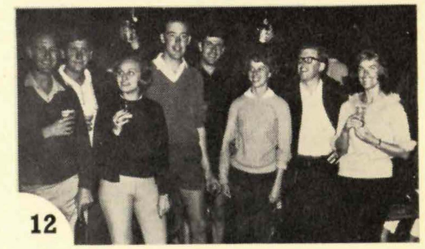

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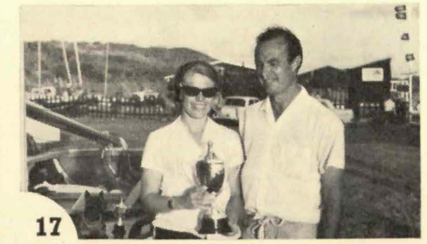

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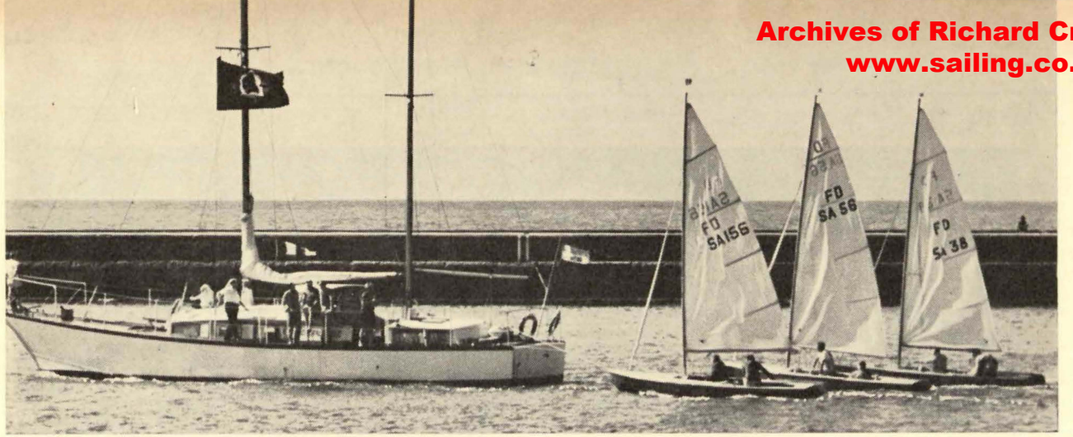

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Flying Dutchmen make a pleasant picture towing out to sea at Durban behind the committee boat Emerald Isle. Photo: Bianca Lavies

CLUB NOTES

(Continued from page 36)

planned, there is also the National Regatta in January.

The dates for this have now been finalised.

From January 7 to 14 there will be the national championships for Spearheads, Sprogs and the Development Class. From January 22 to 28 the national championships for Flying Dutchmen, Finns and Sharpies will be held.

In between, from January 15 to 21, it is hoped to stage a series of off-shore races, principally for the Royal Cape One Design Class.

It is not known yet how many of these yachts are coming up from the Cape, but in Durban there will be probably four by that time. One belongs to Gordon Neill, the Commodore of the Royal Natal Yacht Club; one is being built for Johan Louter; one is being built by Dave Smith and Dick Lindsey might be starting one soon for another Durban man.

In from Bombay . . .

A 32-ft. ketch *Suhaili*, which left Bombay on December 18, motored into Durban harbour with skipper Robin Knox-Johnston, a second officer with the British India Steam Navigation Company; Heinz Fingerhut, a radio operator with the same company; Christopher Knox-Johnston, an insurance broker; and Rob Hill of California, who is working his way round the world.

Her gooseneck had broken four miles off Durban in the worst storm they had encountered.

They had sailed by way of Muscat, Mombasa, Zanzibar and Beira to Lourenço Marques, their last port of call.

Suhaili will spend about five months in Durban before continuing her trip.

Rob Hill is working his way round the world. Among the many jobs during his adventures so far are a stagehand in "My Fair Lady" in Tahiti, a private detective in Hawaii, and a model for three days in Singapore.

He either flew or worked his passage on boats, seeing the Marquesas, New Zealand and Australia before joining the crew of the 65-ft. stay-sail schooner *Europe* in Darwin. On her he sailed to the Nicobar Islands, Chegas, the Seychelles and Aden till he finally left her in French Somaliland.

He flew to Nairobi, was arrested in Zambia as his visa had expired, then hitchhiked to Bombay where he joined the crew of the *Suhaili*.

"We nearly lost him," added Chris, "between Lourenço Marques and Durban. Rob was hanging on to the spinnaker boom, which suddenly swung out and took him over the side. It all happened quickly, but we luffed up, threw out a line and had him back on board in no time."

Pocket Cruiser . . .

BRIAN Lello's design for a 26-ft. l.o.a. pocket cruiser in *S.A. Yachting* issue October, 1963, inspired four men to get down to the job of building a boat on a farm near Maritzburg.

John Wood, of Maritzburg, saw the design and, with Matt Stewart at whose farm the yacht is being built, came forward with the idea.

The three men were soon joined by Ron Blake of Durban and John Hussey, at present temporarily in Cape Town.

"The three of us now work on her every week-end," said Ron Blake, who is the only one in the foursome with some boat-building experience. He built a 505 in East Africa and is also building a Finn.

"There were quite a few snags to be worked out, but we are sorting them out slowly."

When finished—they hope about Easter next year—they will transport the craft to Durban for launching.



Young Clive Raymond (above) was presented with the W. L. Hancock trophy by Mrs. Joe Harris at the P.Y.C. 74th annual Prizegiving. In the background at Bob Fraser, Vice Commodore (left), and Stewart Donkin.
BELOW: A welcome visitor, all the way from Tokyo in a kimono, was Mrs. K. Yamamato (middle) seen with Mrs. B. Smith and Mrs. B. Nuttle (right).
Guy Goodricke receives the W. Leuchars Memorial Trophy.
With a big kiss Roger Cockram receives the major trophy of the year, the Jonsson Cup.
Ted du Plooy (right) and his crew Dick Andrews, the winners of Flying Dutchman Weekend. Photos: Bianca Lavies

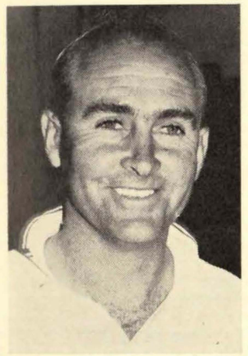








Shaw for Gold Cup . . .



ERNIE Shaw, of the Point Yacht Club in Durban, will take part in the Finn Gold Cup in France from August 21 to 29.

He will fly to Europe on July 22 where he will spend a month racing in leading regattas before the Finn Gold Cup.

First he will compete in the Royal Danish Centenary Regatta at Copenhagen, a two-week event, in which another Durban yachtsman, Bruce McCurrach, who is in Denmark, will also take part.

Then Shaw will go to Holland Week, the International Regatta in Berlin and the Austrian warm-up regatta for the European championships.

Following this will be the Finn Gold Cup at La Baule on the Bay of Biscay.

Then he will compete in the European Championships in Austria, August 2-12, before returning to South Africa.

Ernie Shaw, 31, started sailing seven years ago as a crew on a Sprog. He bought his first boat—a Sprog—in 1960. In December, 1964, he bought a Finn, *Fleur de Lys*, at Newport, which brought him rapidly to the top.

He won the Azalea Regatta at Midmar Dam in September, 1965, the Royal Natal Yacht Club Finn Week-end and Glinane Finn Week last December and became South Africa's National Finn champion in January this year.

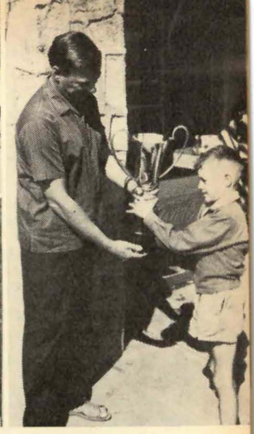
The Suhaili (below) arriving in Durban from Bombay, and crew, from the left: Christopher Knox-Johnston, Rob Hill of California, Robin-Knox Johnston and Heinz Fingerhut
Photo: Bianca Lavies











TOP LEFT: Winners of the Enterprise team racing event which was part of the Sailing School
LEFT to RIGHT: Charles Huddleston, Roger Paterson, Michael Venter and Paul Squair.
LEFT: Winners of the Kule Assegai Junior trophy—D. Grossmith. M. Duncan and J. Kirkman.
ABOVE RIGHT: Timothy Patterson receives the Optimist Under 10 Trophy from David Butler.

Rhodesian Juniors . . .

THE second annual Rhodesian Junior Regatta was held at the Salisbury Sports Club, Lake McIlwaine from April 30 to May 1 and attracted 36 entries in five classes. Racing was provided for children under 18, while the youngest entrant was Graham Wright aged 8.

Considering the ages of the competitors the standard of sailing was high although the relatively poor winds did cause some serious lapses in concentration. The most successful helmsmen were Timothy Patterson and Barry Heard who gained first place in all three races of the Optimist Under 10 and Enterprise Under 16 classes respectively.

The Junior Regatta followed a three-day Sailing School organised by the Optimist Class Racing Association at the Salisbury Sports Club. Entries far exceeded expectations and the 80-plus "students" included a large contingent from Bulawayo and others from Umvukwes and Marandellas.

Some of the children had never sailed at all, while others had not previously had the opportunity to take the helm.

Lectures and demonstrations were given by such prominent names in Rhodesian sailing as Barry Dixon, David Butler, Peter Morgenrood, Ev Cock, Ian Grace and Frank Lincoln. Subjects ranged from "The Aerodynamics of Sailing" and "How to Tune a Boat" to "Operating a Rescue Boat".

The tutors all commented on the enthusiasm and intelligence shown by all children—and the improvement shown even by those young helmsmen who considered that there was very little that they still had to learn!

Entertainment was provided by the Shell Film Service and a show of slides about the 1964 Olympics. There was also a competition to make children aware of the dangers of bilharzia with prizes donated by the N.R.B.

The last event on the programme was an Optimist Fathers' Race. Rules allowed the use of umbrellas for spinnakers and swimming if the wind died completely. The result is in doubt because the winner, Alastair Patterson, has not yet proved his qualification as a father. Highlight of the race was seeing David Butler in a boat called *Tweedledum*.

RESULTS

Junior Regatta

Optimist Class—Under 10 yrs.: 1st *Squeaky* (T. Patterson, 9 years); 2nd *Jemima Puddleduck* (M. Duncan, 9 years); 3rd *Piper* (J. Kirkman, 10 years).
Optimist Class—Over 10 yrs.: 1st *Hengist* (J. Huddleston, 13 years); 2nd *Hapalong* (W. Ashton, 11 years); 3rd *Hulaballoo* (J. Carlisle, 11 years).
Enterprise Class—Under 16 yrs.: 1st *Bilbo* (H. Ashton, 13 years); 2nd *Seeasea* (C. Huddleston, 15 years); 3rd *Mistral* (R. Patterson, 15 years).
Enterprise Class—Under 18 yrs.: 1st *Hause* (B. Heard); 2nd *Gizelle II* (P. Squair); 3rd *Patchy* ((D. Squai).
"O" Class—Open1st *Isis*—G.P 14 (Alan Crabbe, 14 years); 2nd *Oriole* —O.K. (I. Patterson, 17 years); 3rd *Stereo*—Lazy E. D. Renwick, 15 years).

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Sailing School Optimist Events

Kyle Assegai Seniors: 1st *Hulaballoo* (H. Ashton); 2nd *Hengist* (J. Huddleston); 3rd *Hapalong* (W. Ashton).
Kyle Assegai Juniors: 1st *Jemima Puddleduck* (M. Duncan); 2nd *Siegurd* (D. Grossmith); 3rd *Piper* (J. Kirkman).

Winners of the N.T.B. prizes were Berverley Grace and John Plant.

Imperial Yacht Club . . .

FOR the Imperial Yacht Club, Friday, April 22, was a gala occasion. The End of Season Dinner-Dance and Senior Prize-giving was held at a popular local restaurant, and a happy and enjoyable evening was had.

For their efforts during the season's racing, the following trophies were awarded to the successful competitors:

Atlantis Cup: *Tollie*—N. Siebert.
Commodore's Cup: *Tollie*—C. Siebert.
Bamford Trophy: *Will o' the Wisp*—S. W. Walters.
Wale Trophy: *Temper*—F. van Rensburg.
F. Solomon Memorial Trophy: *Minx*—D. Louwrens.
Airflex Trophy: *Bluefin*—A. Berman (Pursuit Race).
Dockrall Cup: *Flanagan*—D. Earls (Long Distance Race).
Seamanship Trophy: *Flanagan*—D. Earls.
Plopper's Plaque: L. Fridjohn (Marathon Swim).
Chedburn Trophy: *Tollie*—C. Siebert.
Jaq Laing Memorial Trophy: *Temper*—F. van Rensburg (Champion).
Dr. Leon Trophy: *Sea-Gal*—R. H. Irlam (Highest Points).
Flamingo Cup: *Minx*—D. Louwrens (Finns 1st Series).
Fulmar Cup: *Flanagan*—D. Earls (Finns 2nd Series).
Cormorant Cup: *Minx*—D. Louwrens (Finns 3rd Series).
H. Carstens Memorial Cup: *Will o' the Wisp*—W. Walters (Wingers 1st Series).
Incledon Cup: *Will o' the Wisp*—W. Walters (Wingers 2nd Series).
Alphen Cup: *Will o' the Wisp*—W. Walters (Wingers 3rd Series).
George Kent Cup: *Sea-Gal*—R. H. Irlam (Sprogs 1st Series).
Rythm Cup: *Soap-Suds*—D. Eatwell (Sprogs 2nd Series).
Albatross Cup: *Soap-Suds*—B. Eatwell (Sprogs 3rd Series).
Keyser Cup: *Temptress*—J. White (Tempos 1st Series).
Falcon Cup: *Temptress*—J. White (Tempos 2nd Series).
R. E. Rapley Memorial Cup: *Topaz*—L. Klein (Tempos 3rd Series).

It is pleasing to note that, though the season is officially closed, tremendous interest is shown in the informal racing and other club activities. On Sunday, May 8, 14 yachts from I.Y.C. launched into the surf at Sunrise Beach, Muizenberg, and proceeded on a cruise to Simonstown.

The fleet, comprising Sprogs, Wingers, Finns, and one Enterprise, one Fireball and one O.K. Dinghy, having negotiated the surf in one piece, set course for Simonstown at 11.30. The wind, still light northerly but strengthening, came through as the yachts were off Kalk Bay, and backing to westerly was soon blowing at about 18 to 20.

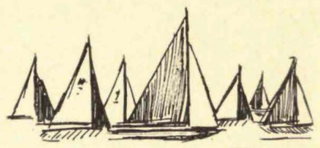
The distance across the bay is about seven miles, and the cruise, the first ever undertaken by a fleet of sailing dinghies, proved an exhilarating experience.

Joe White, the Junior representative at I.Y.C., promoted a Junior Regatta which was held on May 1, attracting an entry of 22 Dabchicks, eight Sprogs, five Andies, and three Extras. Skippered by Junior members of Z.V.Y.C. and Worcester Y.C., who were very welcome.

Seen at Zeekoe Vlei Yacht Club, members enjoying the Junior Closing Cruise Dance were, from left to right: Catherine Gull, Richard Bertie (thirsty), Linda Albertyn, Frans Oeschger and Juliet Crittenden. Hans Beele is behind the group.
Photo: William Combrink



SAILS ON THE HIGHVELD



BY PETER BROWN

P.O. BOX 10690, JHB.
TELEPHONE 834-8210

THE "New Frontier" in Transvaal yachting has arrived. Recent meetings of the Transvaal Provincial Sailing Association's executive committee have changed the appearance of the province's sailing and set a trend which must soon be followed by other provincial associations and governing bodies.

One of the oldest traditions of the province, the exalted interclub event, has been drastically changed. The go-ahead executive are no respectors of tradition and dyed-in-the-wool habits—if they think they can modernise the sport and adapt it to the majority's needs.

It is significant that the executive's decisions are not the

(Continued on page 44)

OPPOSITE: Scenes from the Spearhead's Exhibition race at the Florida Yacht Club's closing cruise.

1. **Nigel Grey had some trouble with his jib and had to come ashore to fix it.**
2. **The next four pictures were taken in about three minutes, showing a sequence of misadventures around marker No. 7 which led to the disqualification of three yachts. Johan Basson (183) was slowly drifting down to the mark with his spinnaker up when a gust caught him off guard. He could not right the yacht in time and starboard deck hit the mark.**
3. **Johan steers clear of the mark while striking his spinnaker before going home. Gert Wiebols rounds behind him.**
4. **Spinnaker down and on his way home, Johan takes one last look at the dreadful No. 7 to see a similar calamity about to happen to three other Spearheads.**
5. **. . . And it's happened. The inside boat collides with the mark and the outside boat should be disqualified for not giving Jim Horn, sandwiched in the middle, enough water.**
6. **One of Florida's leading Enterprise skippers, Jack Kay and his wife, Pam, photographed beside their new boat from England. The bridge is in the background.**
7. **There was some confustion about the start and Doug Harrowsmith (feet in the air) comes ashore to clear up the mystery with the bridge. Jo Crewe-Brown (right) photographs the Spearhead.**
8. **Spearhead No. 100 shows deft spinnaker work rounding the buoy. The skipper and crew have jibed before reaching the mark and immediately get the "bag" set after rounding.**
   Photos: Peter Brown
9. **Ken Dalgleish in his Finn giving as good as he receives at Pretoria Sailing Club's closing cruise.**
10. **Water being given, and taken, by several overloaded yachts at P.S.C.**
11. **Neil Menzies with his fiancée Jill, in his Enterprise Nerita at P.S.C.**
12. **John Vlok in his Enterprise with George Shuttleworth.**
13. **Relaxing in the sun at F.Y.C. are Mrs. Heenstra, D. McKay and friend, G. Goldblatt, Mrs. McKay. Front Row: P. Goldblatt and S. McKay.**
14. **Visitors to F.Y.C. are Paddy and Phyl Pearce with John Houston and Derek Goldblatt.**
15. **Finn skippers, Dale Evans-Davies, John Holt, Angus Currie and Brian Hayles (Commodore F.Y.C.), with Ken Larkin.**
16. **Waiting for the Closing Cruise at Emmarentia E.S.C. L. to R. Liz Proctor, Mrs. Northgrove, Bob Northgrove (Vice-Commodore) Susan Plowden. Back Row: Mr. Plowden and Jill Plowden. David Rogersen in foreground.**
17. **Vic Proctor, Commodore of E.S.C., and L. B. Proctor.**
18. **Tasmayne, the cabin cruiser skippered by Kasper Reynecke, who kindly took visitors aboard for the Closing Cruise of Transvaal Yacht Club.**
    Photos: Jo Crewe-Brown

FLORIDA, P.S.C. and EMMARENTIA . . .


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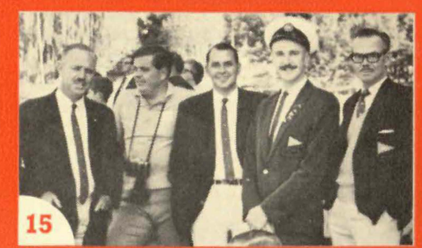

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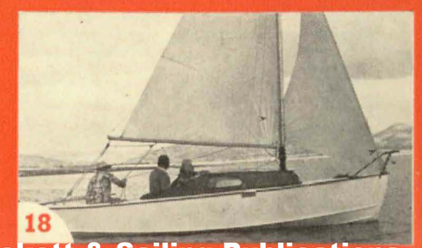

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more CLUB NOTES

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ideas and ambitions of a minority group. Their attitudes are firmly endorsed by most clubs and yachtsmen who feel it is time the future of the province's yachting is controlled by people not afraid to throw overboard any tradition or ruling which hinders the sport's progress.

The comparative freedom and ease in which the T.P.S.A. executive operates is only a recent innovation. Previously, decisions were taken by a full meeting of the association attended by delegates from all clubs. This year the power of decision was given to a compact, five-man executive who meet frequently and are free to move rapidly without time-consuming referals to endless committees and clubs.

Much of the credit for the "New Frontier" must go to the five members, Don Ord, president, Bud Olive, secretary, and members Bryan Haynes (Florida Y.C.), Dave Stuart (Victoria Lake Club), Geoff Robin (East Rand Y.C.) and Harry Cross (Transvaal Y.C.).

I am told that there has never been dissension within the committee. Members are quick to put their views—if necessary alter them to the majority point of view—and then *act* without months of dithering and delay.

What has the T.P.S.A. executive done that is so new?

They recognised, after taking office last July, that the annual championships needed urgent surgery. This was confirmed at the provincial championships during October when 190 yachts and about 500 people crowded Boskop Dam.

Soon afterwards they set about devising ways of coping with capacity championships and rejuvenating the exclusive interclub event (traditionally between V.L.C., E.R.Y.C. and T.Y.C. only) which had fallen on hard times.

The executive meet frequently and decided to hold this year's provincial championships at Alce Fjord, Vaal Dam, which is large enough to cope with two Olympic courses and provide spacious accommodation for everyone.

A full meeting of T.P.S.A. was held on April 29 at V.L.C., Germiston, when delegates held lengthy discussions on the future of the interclub event. Gone were the jealously-guarded feelings of the three larger clubs about the event which has always been their preserve.

The delegates talked frankly about the desirability of continuing the event when it has lost so much interest.

They were not asked for a decision, but instructed to consult their home committees and report back at the T.P.S.A. general meeting on June 16.

For the first time in South Africa the question of class week-ends replacing long-established premier regattas was discussed officially. The difficulties of instituting these weeks soon became apparent when some of the larger clubs said they feared the class week-ends would rob them of the annual regatta (like V.L.C.'s Easter Regatta and E.R.Y.C.'s New Year Regatta).

Perhaps it is still too early to force a decision on class week-ends and, although many delegates think that with the growth of yachting this is inevitable, it is doubtful whether the measure will be passed in the next few months.

Once again delegates were instructed to consult their clubs' executives before a decision is taken. Although no finality was reached, it is an important step forward that yachtsmen are seriously thinking of scrapping the once hallowed Easter Regattas and other events, in their present form, in favour of small, compact class events.

It is unlikely that a decision will be taken this year, but members of the executive are certain that now the subject has been openly discussed, it will not be long before class week-ends become a permanent feature of the Transvaal's sailing calendar.

Two weeks after the full T.P.S.A. gathering, the executive met again to talk about the interclub event. They decided the interclub will *not* be held in conjunction with the provincial championships.

Further, the rules will be drastically changed to throw the event open to all clubs, no matter what classes they have and how large their membership. The interclub will be held at another venue and at a different date.

Each club will be allowed to enter three classes, two of which must be of national status. This means the event has at last, after years of discontent by the smaller clubs, been made a competitive regatta for everyone. The constitution of the interclub lays down that the Big Three clubs must approve.

Victoria Lake Club will be quick to give their O.K. and the other clubs, T.Y.C. and E.R.Y.C., are expected to comply.

The T.P.S.A. executive also decided that only classes which can physically enter ten boats or more at the water's edge before the first race of the provincial championships will be allowed to sail.

It is probably the first time in South Africa that the *onus* of sailing has been placed firmly on the shoulders of the class associations, and not just on the merit of previous achievements, like being awarded national status.

It will not be easy for smaller classes to enter ten boats and the future of Sharpies, G.P. 14s, Fling Juniors and other under-populated groups which frequently do not live up to their boasts about numbers, may be in doubt at future provincial championships.

The executive know that they have distinguished themselves with their original ideas. They are also aware that a completely new executive may be elected at this month's annual meeting. And they know it is quite possible for a new body of men to alter their decisions. But to ensure that their improvements are carried out, advance notices for the championships in October will be posted this month, 90 days early, making alteration impossible.

But it is doubtful whether a new body would want to change as the executive has been careful to work only within the framework of public opinion.

They know that the steps they have taken to bring the sport in line with modern developments will be keenly watched by other provinces. They are certain their ambitious programme will be justified. And they know that if they are proved right, the lead they have taken in the country's yachting administration must be followed by the other provinces and the South African Yacht Racing Association.

Closing cruises always seem such pointless affairs. Each year sailors complain about the fulitity of this annual homage to the commodore . . . and yet each year they grumbling go through the same ceremony.

I am not condemning the practice of yachts saluting the commodore after a successful season, just the time-wasting paraphernalia which goes with it.

It is up to the clubs' originality to dream up events which will not end with a water-battle on the lake and a beer-battle on shore.

Florida Yacht Club came up with a novel idea this year. Instead of the usual sail-past, they invited the Spearhead Association to organise an exhibition race. Admittedly there was some mumbling and grumbling by other classes who were not allowed to sail and were asked to watch the Spearheads.

But the idea was original and a pleasant departure from the stereotype closing cruises.

There was a large turnout at Florida and although the wind was very light and variable, the 18 Spearheads showed some excellent sailing, particularly sparkling spinnaker work in windless conditions.

Top marks go to Florida's sailing and management committee for using their imagination and brightening up an otherwise dull, yearly ritual.

The Transvaal colours badge has been finalised. The original plan of using the Provincial Coat of Arms has been scrapped and in its place there will be the T.P.S.A. burgee with the wording "Transvaal Yachting" beneath.

Yachting is not quite like other sports, where the current

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THE HIGHVELD

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champions are remembered and those that fought so hard years ago for the sport's establishment are forgotten. One of the ways in which the men who founded yachting on the Rand have been honoured is the gaining of their provincial colours.

Of the 24 people to get their colours last month (May), were Colin Moag and Eric Holdsworth who were at the top of the 20-footer class nearly 30 years ago. Moag was first in the nationals held in 1938 (Hartebeespoort); 1937 (Zwartkops) and in the 16-footers in 1946 (Zwartkops). Holdsworth was awarded his colours for gaining first place in the 20-footers at Hartebeespoort in 1934.

It is fitting that these men should be honoured, with Jimmy Heunis, the 20-footer ace, so many years after their feats. Had it not been for them and the efforts of their contemporaries, yachting would not be such a large and growing sport on the Rand.

Among the other yachtsmen to get their colours were (all were for national championships unless stated): Dave Stuart (Sharpies, first, 1948 at V.L.C.); John Taylor (Sprog crew, first, 1963 at Durban); Jimmy Heunis (20 ft., first, 1950 at Knysna); Trevor Wellbeloved (Sharpies, first provincial championships, 1960 at Boskop) and his crew Ted Dixon and Quinton Lindemann; Harvey Blogg (Finns, first at Allemanskraal and Lourenço Marques 1964-65); Glynn Graham (Flying Dutchmen, third, 1965 at Lourenço Marques) and crew Denis Blackbeard; Jan van Nimwegen (Finns and F.D.s, second, Aloe Fjord); Tom McCrorie (Sprogs, second provincial championships at Aloe Fjord in 1961); Ralph Willcox (Sprog crew, first Lourenço Marques 1961); A. J. Halliday (Sharpies, first 1954 at Hartebeespoort), crew; J. Lindemann (Sharpies, first provincial championships, 1962 at Boskop), crew; Bob Nuttal (Sharpies, second 1959 at Hermanus); G. E. James (Finns, first provincial championships, 1963 at Aloe Fjord); Cedric Manson (Sprogs, second 1964 at Allemanskraal) and his crew, Paul Helmbold.

All these yachtsmen are members of V.L.C.

The other yachtsmen to get their colours were Arthur Carter and D. Dodkins (Florida Y.C.), Ken Dalglish (Pretoria Sailing Club) and Y. Schrawen (Loch Vaal Club).

I hear that:

● There were some very red faces at the Transvaal Yacht Club when officials realised they had completely forgotten to nominate some of their leading yachtsmen for Transvaal colours. (The *onus* for nominating yachtsmen rests entirely with the club and not with T.P.S.A.) In the soul-searching that followed the awards T.Y.C. remembered very shamefacedly that Hellmut Stauch, his wife, Carmen, and Wibo Zwart, who are all eligible for colours many times over, were forgotten.

● Many Transvaal yachtsmen are considering travelling to Lourenço Marques in July for Clube Naval's annual regatta which runs from July 16 to 24. The regatta will be held in conjunction with the National Portuguese F.D. Championships.

● Pretoria Yacht Club will hold a 505 Interclub regatta on two week-ends, August 20, 21 and 27, 28. Although the Highveld weather is still chilly at that time of the year, there is likely to be a good turnout.

● A strong contingent of Highveld Sprog skippers and crews will be going to Durban for the Steve Glinane Sprog Week. Among them are Cedric Manson, Paul Helmbold and Ernie Davies (with Hugh Hanrahan crewing for him) from V.L.C. and Paddy and Phil Pearce and Jack Graham, from E.R.Y.C.

● There is a rumour doing the rounds that some of the senior yachtsmen in the Transvaal want to organise a big event at Komati Yacht Club. This yacht club has an enormous stretch of water in the Eastern Transvaal and very few members. The club could be developed into one of the major centres of the province and for this reason yachtsmen think it is well worth taking some of the bigger-national classes down to Komati for a "showing of the flag". ■

BOTTLE POST

Appeal Ignored. . .

P.O. Box 5, Margate, Natal.

Dear Sir,

Ever since I was a lad I've loved "mucking about in boats", but in recent years my sailing has been limited owing to lack of facilities.

Since arriving on the Natal South Coast, I have been impressed with the possibilities of sailing at the mouth of the Umzimkulu River at Port Shepstone and in consequence I bought two boats, a Dabchick and a Graduate, with the object of fostering interest in yachting and eventually forming a sailing club.

A marvellous opportunity occurred when the proposed arrangements were being made for the Alfred County Centenary celebrations, and I offered to try to stage a regatta on the river.

I wrote to various yacht clubs in Durban asking for support, giving them 2½-months' notice, pointing out it would be an excellent opportunity of putting sailing on the map in this area.

In the meantime I went ahead with the organising. Round Table were to arrange for a speaker system to explain the intricacies of sailing and the features of the various types of boats taking part, to the 2,000 to 3,000 spectators who were expected. The Mayor, Mr. Ronnie Howe, was to start the races, and present the prizes, and all visiting yachtsmen were to be offered the courtesy of the Port Shepstone Country Club for the day where lunches and teas were to be served free of charge.

Everything in fact was laid on, the programmes were printed and the regatta advertised in the local paper. The only snag—I just could not get any Durban boats to take part. Reluctantly, through the Press I had to inform the public that the whole show was cancelled—I was very disappointed and felt a prize clot.

Thinking it over—may be it was my fault for being too ambitious. However, I do feel the clubs concerned had enough time in 2½ months to let me know if they were interested or not. And unfortunately it will be a long time before there is another centenary celebration.

Stanley Worrall.

Design Problems . . .

P.O. Box 982, Salisbury.

Dear Sir,

Yacht Club Design

I feel sure that many yacht clubhouses, like ours, were never properly planned because of the lack of the necessary finance and consequently have emerged as a collection of haphazard buildings. Our club is now bursting at its seams and my committee are contemplating scrapping our inadequate facilities and starting anew.

To avoid previous mistakes my committee are giving careful consideration to planning a new clubhouse for 150 to 200 members. I feel sure many of your readers know of the problems involved, the pitfalls to avoid and the type of construction giving the desired results at a reasonable cost. I and my committee would welcome any advice and suggestions from your readers which will help us.

I sincerely trust our request will not prove too tall an order.

Jon Mackie,
Hon. Secretary,
Jacana Yacht Club, Lake MacIlwaine.

Instructor Wanted . . .

207 Alfin House, 510 Main Street, Port Elizabeth.

Dear Sir,

We are looking for a volunteer sailing instructor for the Veld and Vlei Adventure School, for the coming course at Sedgefield from June 26 to July 16. There must be many