

CLUB NOTES

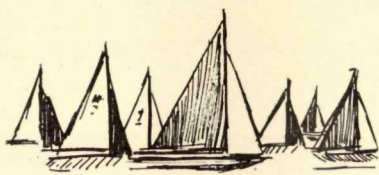


The 64 Sprogs on the starting line for the first race of the Glinane series in Durban were a magnificent sight. On the left is the committee boat, Zulane, carrying the judges.

Photo: Bianca Lavies

SAILS ON THE HIGHVELD

BY PETER BROWN



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SOUTH AFRICAN yachting regattas are becoming so cut-throat that the days of relaxed sailing have almost disappeared. Lourenço Marques, with its delightful Continental atmosphere and friendly people, is always a favourite venue, particularly when the Portuguese hold their own racing and the tension of our regattas is not prevalent.

This is always a drawback during July for Highveld sailors. Last month was no exception. The Clube Navale Annual Regatta, which was held in conjunction with the Portuguese National Flying Dutchman Championships from July 18 to 23, attracted a sprinkling of the Transvaal's best sailors.

The leisurely atmosphere was there and the sailing looked as though it would not be the rough-and-tumble we have come to expect in our regattas. The competition was moderately strong, but the Finn and Flying Dutchman sailing was marked by two very interesting events; a complete newcomer to Flying Dutchmen, Tom McRorie, of Durban, showed himself to be an extremely able skipper and according to one sailor who competed against him, "At last Natal has produced someone who can match Sully!"

The other interesting feature was the emergence of two Angolan Finn skippers who almost beat the maestro of Finns, Jan van Nimwegen of Victoria Lake Club, Germiston.

The entry for the F.D. event was not very strong. Among the leading sailors were Don Ord, with his son, Sandy, crewing for him; Selwyn Tucker, who sailed his recently launched F.D.; Carmen Stauch and Tom McRorie. Hellmut was scheduled to sail but became ill after arriving at Lourenço Marques and was forced to fly back to the Republic. His wife sailed—most ably, too—in his place.

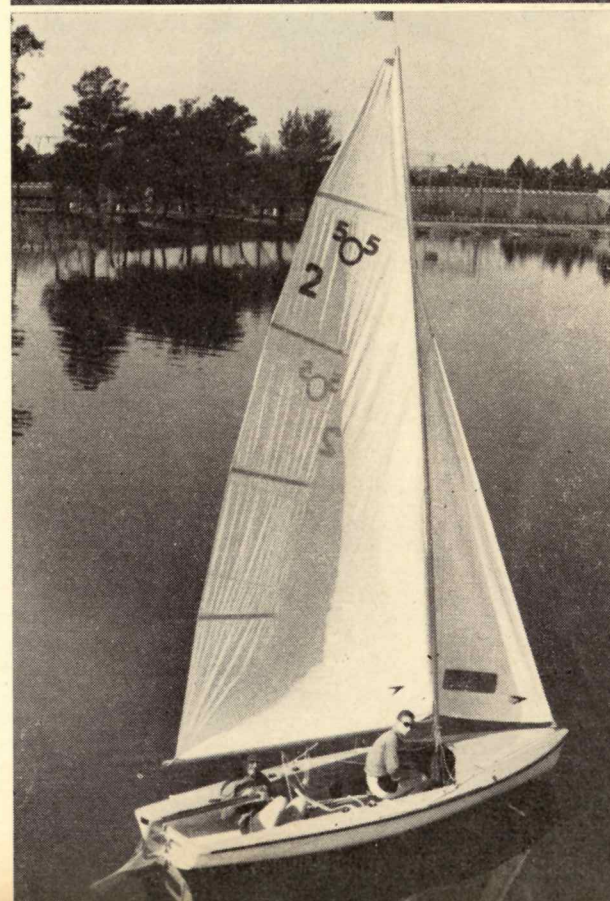
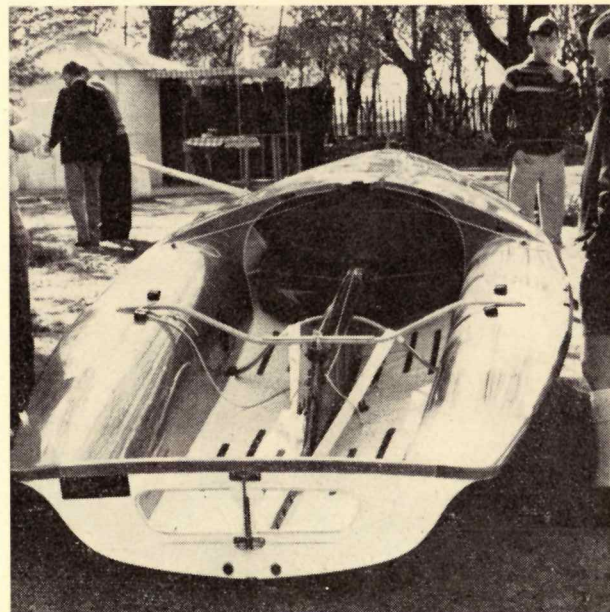
Selwyn had a little trouble mastering his new boat. The craft appeared to be extremely fast on the reaches, but was not pointing too well. He was in the running but capsized on the Saturday morning, allowing Don to get through him and secure the series.

Tom was dogged by bad luck after the first couple of races, two of which he won. His boom and rudder smashed

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RIGHT, TOP: Arthur Saul's new 505, Temptation, was admired by yachtsmen before the boat was launched at Victoria Lake, Germiston recently.

BELOW: Arthur at the helm after launching.



more CLUB NOTES

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in the strong winds, making it impossible for him to win the series. Nevertheless, he sailed with great skill, considering he has owned the boat only a few months (he bought it from John Tainton, who, in turn, took the boat over from Don Ord). Tom had a very successful career in Sprogs and if his debut in the senior international dinghy class is any indication, he could easily prove one of the young, up-coming dinghy skippers our Flying Dutchman fleet are so anxiously looking for.

Results: Don Ord, E.R.Y.C. 1; Selwyn Tucker, V.L.C. 2; Carmen Stauch, T.Y.C. 3; Tom McRorie, P.Y.C. 4.

Although the local Portuguese F.D. skippers have shown a marked improvement in their sailing since last July, they do not match up to the South Africans. The competition among the Portuguese will pep up considerably next year—their last chance before the Portuguese Olympic representative is chosen for the 1968 Games in Mexico.

South Africans noticed a growing interest among the Portuguese yachtsmen to learn sailing tactics and to buy new boats to master the sport. This development is encouraging and will mean South Africa will soon have a yachting neighbour of international standard.

Jan van Nimwegen's progress in the Finns is best told by himself: "When I got to Clube Navale I almost decided to pack up and go home. No competition. What a wasted journey to find no one to sail against! But those Angolans gave me a fright. They are born sailors. They do not know much about tactics, but they know how to get a boat moving."

This is some admission by one of South Africa's most experienced and skilful skippers.

"The Angolans were superb (this reporter could not find out their names as most South Africans who spoke to them claimed that their names were unpronounceable) and clearly established their mastery of the sport."

The yachtsmen in P52 and P51 gave Jan a run for his money in every race. They were always on to him and it was by extremely good knowledge of tactics that Jan beat them.

"Louis, in P51, is a born skipper. He sails like Bruce McCurrach—but with such style. He is magnificent and I think the Portuguese have world class here," said Jan. The final results were: Jan van Nimwegen 1; P52 2, P51 3.

The Angolans have a great admiration for the way in which Van Nimwegen handles his boat. This has led to some discussion about issuing an official invitation to Van Nimwegen to visit Angola to coach the Finn skippers in the tactics they so badly need.

There was almost talk of the Angolans staging a full regatta at Luanda next year. It is tentatively planned for the South Africans to rail their boats to Lourenço Marques, from where they will be shipped to Luanda. The South Africans will follow their boats a little later to Lourenço Marques and then fly by Portuguese military aircraft to Luanda. This scheme is still in the melting pot, but if anything comes of it, there will be strong support from Transvaalers.

HIGHVELD Finn skippers say they know nothing about it; senior officials of the Finn Association smile knowingly when they are questioned and one of the leading fibreglass factories on the Rand is playing the affair very close to the chest.

The complete project is being handled very secretly, but rumours circulating in Transvaal clubs have it that another locally-produced fibreglass Finn will soon be on the South African market.

Although no official comment is available, it is possible to predict by keeping one's ear close to the ground (in yachting parlance—the brass rail) that the prototype Halmatic fibreglass Finn will have its first public showing at

the Rand Daily Mail's Great Outdoors Exhibition next month.

The scheme to produce a Highveld Finn has not been in the brewing pot for years but was prompted by Peter Barrett, the American ace Finn skipper who sailed with such success at Saldanha Bay earlier this year. His performance inspired a few business-minded Finn skippers to commission Halmatic to produce a "typically" South African Finn which is suitable to all our sailing conditions. Barrett's expert sailing and detailed knowledge of yacht manufacturing techniques persuaded the Finn sailors that a well-planned craft, incorporating the best features of the highly-successful Newport, H.V.M. and other hulls, might prove a feasible business venture in the Republic.

The sailors behind the plan are skilled business men and they know that if any marketing venture is to be successful it must have something new, original and particularly suited to the field which they intend tackling.

There are two types of sailing weather in South Africa—the exacting drifters of the inland ponds and the gale-bashing of the coastal clubs. What is needed is a comfortable boat which will prove exceptionally versatile in both conditions.

Most inland races are sailed with the Finn skipper sitting to lee, keeping the windward side of the yacht well out of the water. Some Finns are not constructed for comfortable crouching and after a few hours Finn skippers have cramps and backaches.

Conversely, other boats which are ideal in windless lakes, are equally unsuited for heavy winds.

It is considered that the Newport has the best hull while the H.V.M. cockpit is the most suitable for South African conditions. With these two features in mind, and working to the specifications laid down by the International Finn Association, Halmatic was instructed to make a "typically South African boat".

A marketing organisation (Highveld Boats, P.O. Box 27796, Yeoville, Transvaal) has been formed to cope with the arrangements for selling the boat. Just who the men are behind Highveld Boats, no one is quite willing to say. It is admitted that the boat is the brainchild of a number of Transvaal skippers. In spite of these sailors' intense

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ISLAND SAILING CLUB WINTER REGATTA:

1. Mrs. Joan Goudswaard.
2. Harry Pearson, Ernie Shaw, John Howard and Len Morrison were Finn competitors.
3. The Goldsmith family arrive in their newly-launched Shampoo with little Arthur from the other side of the bay.

ISLAND SAILING CLUB DABCHICK REGATTA:

4. All competitors with their new trophy.
5. Charles Phillips (left) and his skipper John Francis from Michaelhouse.
6. Jeremy Wex and D. Hotchkiss (skipper) from Michaelhouse.
7. Mrs. Tom Battye presents the winning skipper, Warwick Stevens, of the V.L.C., and his crew Michael Stein (right) with the trophy.

SPROG WEEK:

8. Donor of the Glinane Sprog Trophy, Steven Glinane (right) and Guy Goodricke nearly cause the first capsizing of the week, trying to make the first start in time, diving in head first at the slipway.
9. Colin Forster and Harry Elles, winner of Sprog Week.
10. The boisterous fourth race.
11. M. Tarboton (left) and his crew Richard Grimble.
12. The president of the Sprog Association, Paddy Pearce, and secretary of the Association, his wife Phil.
13. John Mackey and his crew Daniel Mackay of Florida Yacht Club.

TEMPO WEEK:

14. Ilse Annerman of Cape Town, crew of Topaz.
15. Joe White, secretary of the Tempo Association, and his wife, crew and treasurer Jill.
16. Harold Kohler (right) with his crew Adrian Kohler.
17. Chris Köper (right) and his crew Richard Bertie, winners of Tempo Week.
18. Jack Köper (right) and his crew Stuart Campbell.

Photos: Bianca Lavies.

SOUTH AFRICAN YACHTING—August, 1966

DURBAN REGATTAS...



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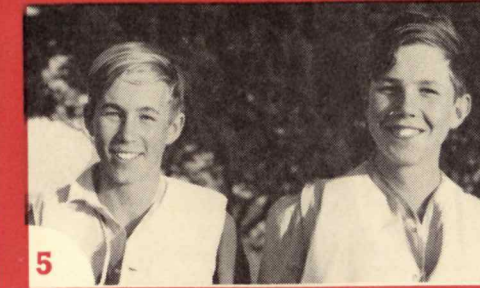
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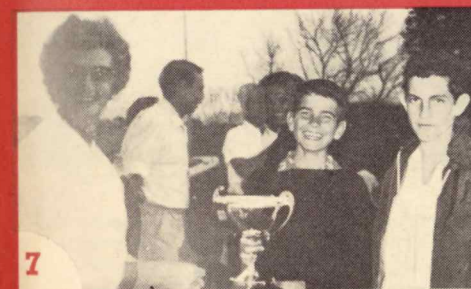
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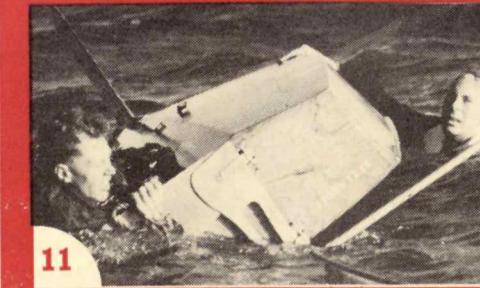
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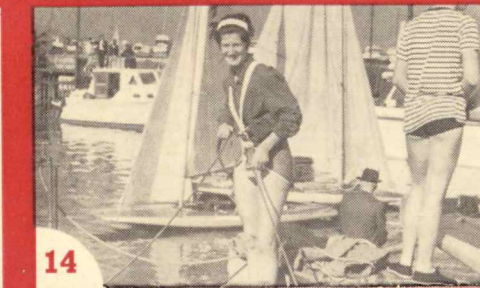
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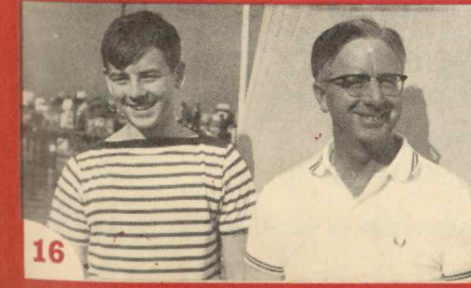
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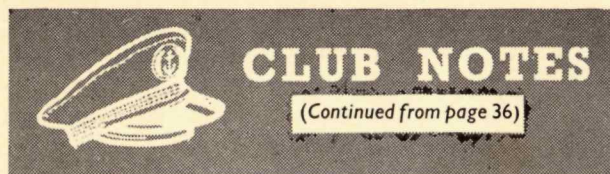


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SOUTH AFRICAN YACHTING—August, 1966



interest in the sport and its progress, they feel the only way a scheme of this nature can be well run is by a profit-making company.

Considerable work has been done by Halmatic and the first hull is off the mould at the time of writing. The factory is experimenting in "marrying" the deck and the hull. The first boat will be used purely as a prototype and it will be extensively tested for correct weight and measurements. If necessary, subsequent models will be altered to comply with Highveld's intention to market a "top class" quality article.

The selling price of the new Finn has not yet been determined, but I am told it will be "highly competitive".

Interest in the Highveld Finn is likely to be intense and the competition it will face is expected to be strong.

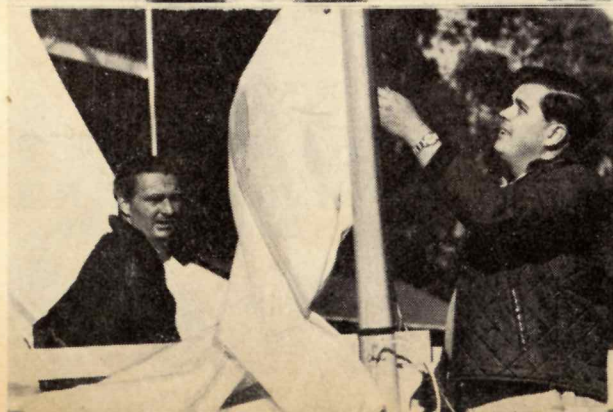
Among its toughest competitors will be the Maitland Sheet Metal (M.S.M.) Finn which has dominated almost every South African championship in the past few years. The most successful skippers in the M.S.M. craft recently have been Harvey Blogg, twice S.A. National Champion, and Peter Barrett, who won the Saldanha Bay regatta in a boat built specially for his visit.

M.S.M. have a proud record and the Highveld Finn is not intended merely to provide competition. Instead, it is a genuine attempt by Finn lovers to make a useful contribution to yachting and to market a boat which will incorporate the best ideas the world's designers have to offer.

The coming marketing of the new Finn, combined with the expected production of Elvström sails by Bruce McCurrach, who returns to Durban later this year, will ensure

BELOW: A few of the many Finns who are competing in the winter series at E.R.Y.C. In the foreground are Jimmy Goodyear of E.R.Y.C. and John Holt of F.Y.C.

BOTTOM: Two new members of the Finn Association, Hans Beenhakker and John Holt of F.Y.C. who joined in the frostbite series for Finns at E.R.Y.C.



that our Finn skippers will be supplied with some of the best material the class has to offer in the world.

Ernie Shaw, the Springbok Finn skipper who will be representing South Africa at the Finn Gold Cup in September, was entertained to a select dinner of 15 Highveld Finn skippers before he left for Europe on July 17. Class chairman Wibo Zwart presided at the dinner which was attended by Finn skippers from nearly every Reef club.

The Transvaal's sailing calendar for next season has been finalised. This is the complete allocation of dates as supplied by T.P.S.A.:

TRANSVAAL PROVINCIAL SAILING ASSOCIATION
Allocation of Regatta Dates, 1966-1967

CLUB	REGATTA	CLASSES	DATE
Pretoria Sailing Club	505 Regatta	505	August 20-21, 1966
Pretoria Sailing Club	Sprog Highveld Championships	Sprog	August 27-28, 1966
Vaaldam	Van Nimwegen Trophy	Finn	September 3-4-5, 1966
East Rand Y.C.	Flying Dutchman Highveld Championships	F.D.	September 3-4-5, 1966
Vaaldam	Transvaal Championships		October 8-9-10, 1966
Komatie Y.C.	All Classes	All	October 29-30, 1966
Florida Y.C.	14 foot and under	14 foot and under	November 12-13, 1966; November 19-20, 1966
Boskop Y.C.	14 foot and under	All	November 26-27, 1966
Lake Deneyville Y.C.	Orangeville Cruise	All	December 3-4, 1966
Pretoria Sailing Club	Lubro Charity Cruise	All	December 10-11, 1966
Emmarentia Sailing Club	Dabchicks only	Dabchicks	December 16, 1966
Transvaal Y.C.	All classes	All	December 16-17-18, 1966
East Rand Y.C.	All classes	All	December 31, 1966; January 1-2, 1967
	S.A.Y.R.A. National Championships	Enterprises, Sprogs, Spearheads and others	January 7-14, 1967
		F.D.s, Finns and Sharpies	January 22-28, 1967
Lake Deneyville Y.C.	Round the Island Race	All	February 18-19, 1967
Victoria Lake Club	Transvaal Interclub Regatta	Finns, Sprogs, Enterprises	February 25-26, 1967
Loch Vaal Club	River Trophy	Finns and 505 specially, but all classes welcome	March 4-5, 1967
Loch Vaal Club	Marathon River Race	Finns and 505 specially, but all classes welcome	March 11-12, 1967
Victoria Lake Club	Easter Regatta	F.D., Finns, Sprogs, 505, Spearheads, Sharpies, Dabchicks (Minimum six entries per class)	March 24-27, 1967
Murray Park Y.C.	Easter Regatta	All classes other than those at V.L.C.	March 24-27, 1967
Mountain Y.C.	Easter Regatta	Finns and Enterprises specially, but all others welcome	March 24-27, 1967
Unicor Y.C.	14 ft. and under	14 ft. and under	April 8-9, 1967
Klerksdorp Y.C.	All classes	All	April 15-16, 1967

Six Transvaal yachtsmen, under the direction of Harry Cross, of Transvaal Yacht Club, took part in the parade of sportsmen held to celebrate the fifth anniversary of the South African Republic. Towards the end of last month, "Bud" Olive, secretary of the Transvaal Provincial Sailing Association, received the following letter from Senator Jan de Klerk, Cabinet Minister responsible for the Festival: "Dear Mr. Olive, Your valuable contribution towards the

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success of the festival events in celebration of the Fifth Anniversary of the Republic of South Africa is highly appreciated and I should like to thank you most cordially for your kind co-operation."

* * *

With all the talk of a move from national regattas and provincial championships, the Flying Dutchmen in the Transvaal have at last decided to hold their own regatta—a few years after the Finns and Sprogs held their "class week-ends".

The man behind the first Flying Dutchmen Highveld Championships is John Tainton, of the East Rand Yacht Club. Some weeks ago he thought it was time the F.D.s took the initiative and, within a few days, he had obtained T.P.S.A. approval and sent notices to every Highveld club.

The F.D. Week-end will be held on September 3, 4 and 5 at the East Rand Yacht Club. Racing will start on Saturday with a tune-up at 11 a.m.; the first round at 2.30 p.m. The second and third rounds will be on Sunday with the fourth round on Monday morning. Three races will count for the trophy and the new low-point scoring system will be used.

John is being ambitious for the first "week-end" and will be inviting Natal F.D. sailors to compete in the championships and leave their boats in the Transvaal for the Provincial Championships a month later. Interested skippers should telephone John at 54-1119.

* * *

Each time the provincial governing body considers rules and regulations for the provincial championships in October, the law gets tougher for the innocent sailor! The latest instructions lay down that no late entries will be accepted after the closing date at noon on September 30, 1966; racing will be provided for any class with a minimum of 10 entries at closing date; each yacht must have a S.A.Y.R.A. measuring certificate, otherwise the owner must deposit R6 which can be claimed within 60 days if the certificate is produced; there will be no signing off at the end of every race but each skipper must report to the committee boat before every race and receive an acknowledgment before he can start. This last rule places the onus firmly on the skipper to register his appearance with the bridge. It also cuts out a great deal of paper work, simplifying the judge's job.

T.P.S.A. are determined to make the regatta the strictest ever run in South Africa and they have said no leniency will be shown to any competitor who pleads ignorance.

East Rand Yacht Club . . .

THE programme for the 1966-67 season has been fixed. Two week-ends of tune-up races will be followed by the first club race and the Opening Cruise on August 28. Flag officers for the season are John Tainton, Commodore; Paddy Peel-Pearce, Vice-Commodore; and Jimmy Gold, Rear-Commodore. We wish them a successful season.

The revised fleet list shows 130 boats registered with the club, the classes being represented as follows: 14 F.D.s, eight Sharpies, five Spearheads, eight 505s, 16 Finns, 23 Sprogs, ten Enterprises, 16 G.P. 14s, 18 Dabchicks and an "O" Class of six.

Members and visiting yachtsmen will note with interest that a new starting line is being used this season. It extends from a moored raft in the centre of the dam to a limit mark, which can be positioned to give windward starts. Finishes will be made on the old line.

With 12-gauge starting blanks becoming more like hens' teeth every day, officials from other clubs should study our

experimental ear-splitting, flame-throwing, one-eighth-cent per shot, bridge official-proof, gas-operated "cannon", which can be fired at intervals as little as three seconds, if necessary, and which cannot put a ramrod through someone's precious imported mainsail.

Skippers are reminded that their boats will be classified as "O" Class until their measurement certificates and current class association membership cards or receipts are submitted to their class handicappers. This rule comes into effect on September 15.

K. E. Daff.

DURBAN DOINGS . . .

By Bianca Lavies

SPROG WEEK . . .

DURBAN'S second Glinane Sprog Week attracted the big entry of 64, a record for any class regatta. Twenty-five were from the Transvaal, three from the Cape and there was even one from Rhodesia, Howard Greenway.

Holder of the Glinane Sprog Trophy, Ken Liddiard, was again taking part sailing a borrowed craft *Snice*.

The organisation of the regatta, for which the Point Yacht Club was host club, was well done.

BP ran an information service bureau. In it was typist Monica Game and a most helpful and pleasant regatta secretary, Doug Wilson, hobbling round with one bandaged leg, thanks to a sprained ankle the day before the regatta.

Parking was provided by shifting unused boats and each entrant was given a file with plastic course charts and sailing instructions and a plate giving the number of the parking bay allotted.

The regatta organising committee, consisting of Vice-Commodore Bob Fraser, Jack Goldsmith, Stuart Donkin and many other willing helpers, also designed some new courses for Durban Bay. They obtained special permission from the harbour authorities to lay markers in the channel. Most races were started from a committee boat, the trimaran *Zulane* skippered by Frik Potgieter.

Most efficient of all was—for the first time in use at a regatta—a computer, which enabled the results of each race to be turned out half an hour after the finish. An enormous help with the great number of boats taking part.

The winds were very light throughout the week, with the exception of the fourth race when a boisterous 35 m.p.h. south-westerly buster caused havoc among the fleet. Only 24 of the 61 starters managed to finish and the rescue launches had their hands full towing in swamped craft. The fifth race was scrapped after a protest about course shortening, which left the contest to be decided from four out of five races instead of five out of six.

Colin Forster, with his crew Harry Ellens of the South African Naval Sailing Association in Simonstown, won the series. Louis Herridge from the Zululand Yacht Club, but sailing for the Point Yacht Club, who had been his closest rival throughout the week, was placed second.

Winners each race:

FIRST RACE: 1. Shadoo (Paul Helmbold), V.L.C.; 2. Stagalee (John Mackay), Florida Yacht Club; 3. Skidaddle (Colin Forster), S.A.N.A.

SECOND RACE: 1. Skidaddle (Colin Forster), S.A.N.A.; 2. See em off (L. Herridge), P.Y.C.; 3. Shampoo (Jack Goldsmith), P.Y.C.

THIRD RACE: 1. See em off (Louis Herridge), P.Y.C.; 2. Slant (Stewart Donkin), P.Y.C.; 3. Sniekie (Nickey Korving), P.Y.C.

FOURTH RACE: 1. Colin Forster; 2. Louis Herridge; 3. Swithe (Brian Vickers), P.Y.C.

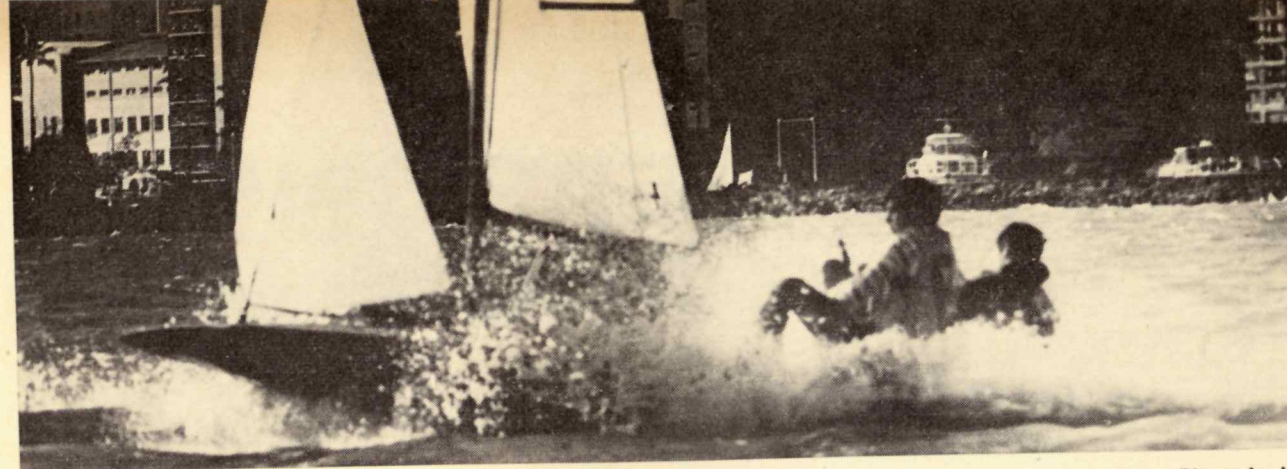
SIXTH RACE: 1. Colin Forster; 2. Stagalee (John Mackay), F.Y.C.; 3. Seluki (K. S. Sterling), Worcester Y.C.

Overall: 1. Colin Forster, 7,151; 2. Louis Herridge, 6,026; 3. Stewart Donkin, 4,913; 4. Nickey Korving, 4,670; 5. John Mackay, 4,616; 6. Peter Helmbold, 4,394

TEMPO WEEK . . .

SIXTEEN Tempos took part in South Africa's first Tempo Week held in Durban for which the host club was the R.N.Y.C. Six were local craft and the rest visitors.

From the Murray Park Yacht Club there were the visiting skippers Heinz Horstbrink, Rob Korver, Jupp and



Spray flies in all directions as one of the Tempo's skims along Durban Bay with characteristic verve.

Photo: Bianca Lavies

David Howard-Baker. Harold Kohler came from the Red-house Yacht Club, Joe White and L. Klein from the Imperial Yacht Club and Jack and Chris Köper sailed a Tempo each from the Zeekoevlei Yacht Club. Peter van Breda was from the Swartkops Yacht Club.

The winds were very light for the series of six races, with the exception of the fifth sailed in a howling westerly. A good example of the Tempo's heavy-weather ability was that five out of seven starters finished. In the Sprog race held at the same time only 24 out of 61 managed to finish.

Jack Köper won four races of the six during the week, but two retirements put him in third place overall.

Throughout the week the main battle was between him, Chris Köper, Heinz Horstbrink and Joe White (who skippered the only fibreglass craft in the fleet).

Winners were:

First race: 1. J. Köper, 2. P. van Breda, 3. C. Köper.

Second race: 1. J. Köper, 2. H. Horstbrink, 3. J. White.

Third race: 1. C. Köper, 2. P. van Breda, 3. H. Horstbrink.

Fourth race: 1. J. Köper, 2. P. van Breda, 3. H. Horstbrink.

Fifth race: 1. C. Köper, 2. J. White, 3. H. Horstbrink.

Six race: 1. H. Horstbrink, 2. J. White, 3. C. Köper.

Overall: 1. Chris Köper, 4,844; 2. Heinz Horstbrink, 4,793; 3. Jack Köper, 4,719; 4. Joe White, 4,145; 5. Peter van Breda, 3,941; 6. David Howard-Baker, 2,777; 7. L. Klein, 2,443; 8. Rob Korver, 2,309.

The main organiser of Tempo Week was John Thompson who did a splendid job. The social programme consisted of a welcoming party at the R.N.Y.C., a braaivleis, a film show and the final prize-giving and party during which Mrs. Margaret Köper presented the new trophy given by her husband Jack Köper, who designed the Tempo, to her son, Chris Köper, which made it all very much a Köper family affair!

I.S.C. Winter Regatta . . .

THE Island Sailing Club winter regatta was well supported with 40 entries. Eight Dabchicks, 12 Finns, 15 Sprogs and five craft in the Combined Class took part

(Continued on page 47)

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more CLUB NOTES

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in the series of three races. There were three visiting Sprogs already in Durban for Sprog Week and one visiting Finn, Dick Halliburton, of the Henley-Midmar Yacht Club.

An addition to the Durban Sprog fleet over that weekend was Jack Goldsmith's new Bevin-hulled craft launched on the first day of the regatta. She was called *Shampoo*. ("She will clean everyone up," said Jack.) The craft took part in her first race on the second day of the regatta, was well up in the fleet, then had to retire when her mast came down.

The winds were strong for the first race, causing a few capsize, Linda Brigman one of them, but luckily after she finished.

On Sunday morning the winds were very light, causing two postponements, but at lunch time a moderate easterly gave a pleasant afternoon's sailing.

Barry Nuttall sailed one of his best races in the Dabchicks, winning well ahead of the others, but overall the series went to Derrek Morrison who scored one win and two seconds.

The Finn scratch prize went to Ernie Shaw who scored one third and two firsts. Stewart Donkin won the Sprogs on scratch and scoring three seconds.

OVERALL RESULTS:

DABCHICKS: (On handicap) 1. Damselle de Lac (L. Bridgman); 2. Donna (B. Nuttall); 3. Delfin (Derrek Morrison). (On scratch) 1. Delfin (D. Morrison); 2. Damselle de Lac (L. Bridgman); 3. Donna (B. Nuttall). (Combined) 1. Olac (B. and N. Will); 2. Otahuhu (A. Hinkley).

SPROGS: (On handicap) 1. Saki (B. Blair); 2. Slant (S. Donkin); 3. (Tie) Sol (P. Phipson) and Sniekie (N. Korving). (On scratch) 1. Slant (S. Donkin); 2. Sniekie (N. Korving).

FINNS: (On handicap) 1. Freia (A. Syman); 2. Fame (J. Joward); 3. Fidgety (B. Kimble); (On scratch) 1. Mickey (E. Shaw); 2. Friendship (Morrison).

Dabchick Regatta . . .

YOUNG Durban yachtsmen had their own fun and games last month—the first Dabchick regatta to be held. Organisers were the Island Sailing Club who are planning to make the event an annual fixture.

Len Morrison, a member of the club, gave a splendid new trophy and 17 skippers and crews set off in their small craft with bright sails to battle it out in five races.

There were three teams from the Michaelhouse Yacht Club and two from the Transvaal.

The overall winner was Transvaler Warwick Stevens, of the Victoria Lake Club. Warwick had been lent *Dagon*, a Durban Dabchick owned by Michael Stein.

Michael, who crewed for Warwick, had built *Dagon* without help and had put all his savings into her. She was launched recently.

Victory came from two firsts, a second and a fourth. His main competition came from the Durban skippers Barry Nuttall, Colin Dibb and Linda Bridgman, each of whom won a race.

Linda, however, missed the first race and Barry Nuttall was forced to retire at the start of the last.

Another leading Durban skipper was Derrek Morrison who scored three seconds and a third.



TOP: Si Si Senora, skippered by T. Dowley of the Murrays Park Yacht Club.

ABOVE: Worried concentration on a rough Durban Bay.

BELOW: Start of one of the races in the Island Sailing Club Dabchick regatta.

Photos: Bianca Lavies

OVERALL RESULTS OF THE FIVE RACES WERE:

(ON SCRATCH) 1. *Dagon* (Warwick Stevens), Victoria Lake Club, 4,143 points; 2. Damselle de Lac (Linda Bridgman), I.S.C., 3,631; 3. Delfin (Derrek Morrison), I.S.C., 3,490.

(ON HANDICAP) 1. *Dumchue* (Gavin Ward), Michaelhouse Yacht Club, 3,013; 2. *Ditbchic* (Colin Dibb), Point Yacht Club, 2,853; 3. *Dingo* (Richard Stott), Michaelhouse Yacht Club, 2,825.

