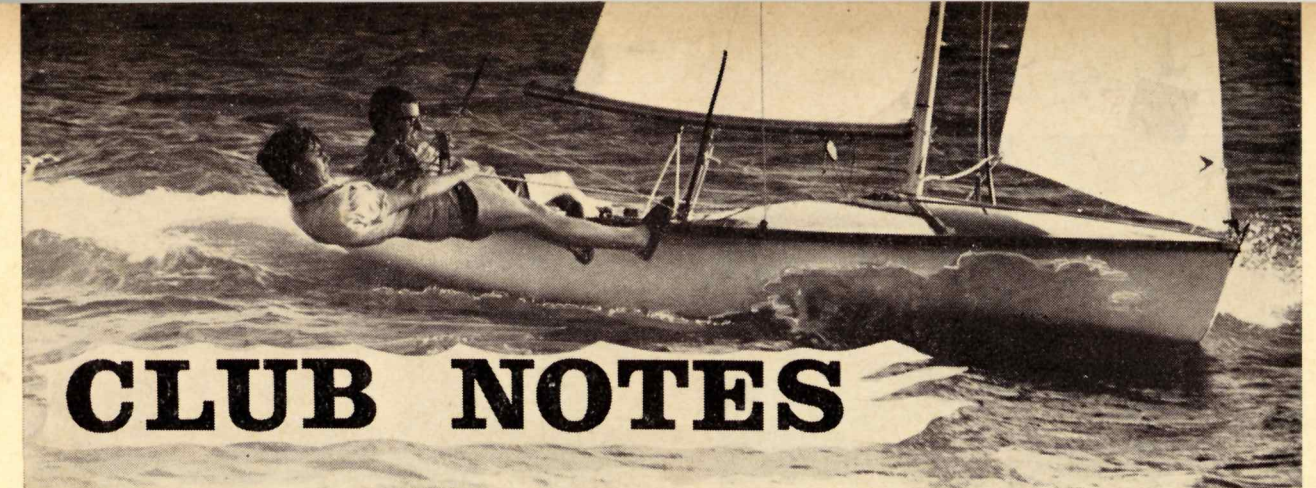
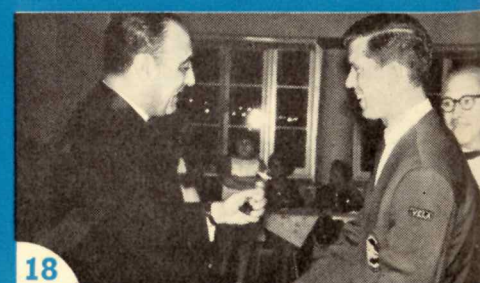
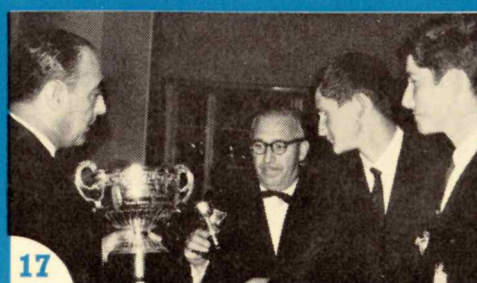
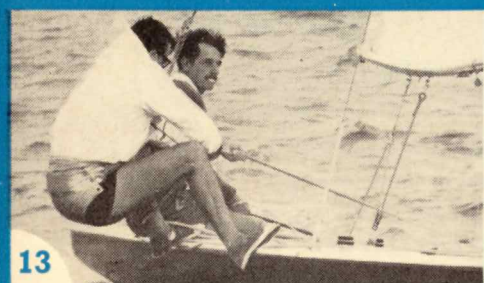
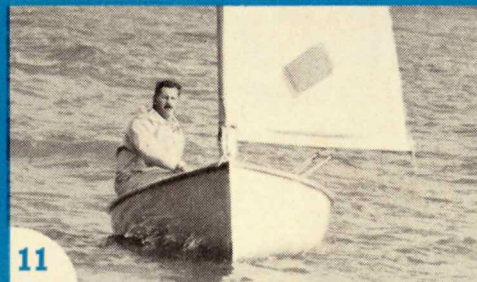
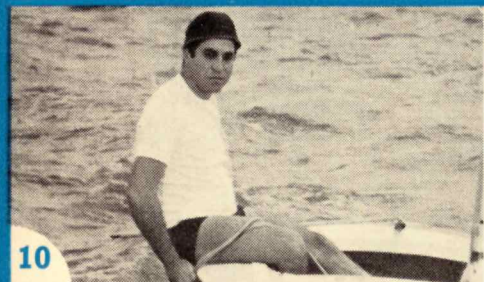
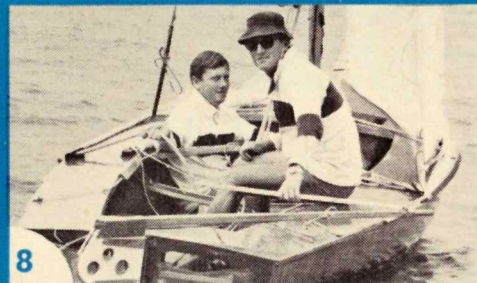
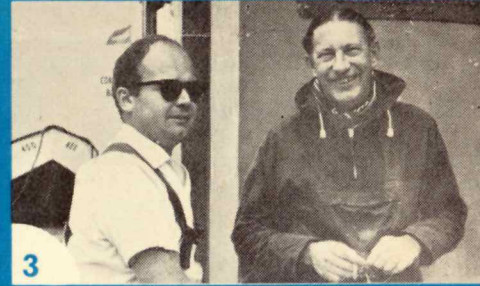




CLUB NOTES

Bob Jones and Roy Raymond winners of the 505's in Lourenço Marques at speed in Shesa

Photo: Bianca Lavies

Semana Internacional de Vela . . .

BY BIANCA LAVIES

YACHTSMEN this year again unanimously agreed that there is just nothing like a regatta in Lourenço Marques at the friendly Clube Naval.

No cut-throat, over-serious competition, but the happy, so typical Portuguese enjoyment of life in general and the regatta in particular. Although it took several too-serious-minded South African yachtsmen some time to get into the more relaxed swing of it all and there was some criticism about the layout of courses and other matters.

The first race scheduled for the afternoon of Sunday, July 17, was cancelled because . . . of the bullfight! And why not, you do not often see one during a regatta. The third race was cancelled for lack of wind (or was it lack of water, as some said?) and by Thursday only two of the six races had been sailed.

But then the regatta got on its way in earnest, with racing in light to moderate winds with a stiff blow on the final day.

The committee boat manned by the race officials—Antonio Borges Salvacao, Carlos A. Fernandes, Coman-

dante Francisco Couceiro, Sergio Neves and Ed Nagelgast—formed part of the starting line for the 505s, Finns, Snipes and Flying Dutchmen which were the four classes taking part in the regatta.

The Finns and Snipes sailed a shorter course, then Flying Dutchmen and the 505s, rounding buoys inside the larger triangle, which gave some confusion in one of the Finn rounds which led to that race being cancelled.

There was a walkie-talkie radio system between the committee boat, the marker boat and the shore which enabled spectators to follow the race ashore.

Antonio Gomes dos Santos was in charge of the radio ashore and Carlos A. Fernandes of the radio operations on the committee boat. Another member of the organising committee ashore was Libertino Santos.

The regatta was the International Sailing Week incorporating the Clube Naval's annual anniversary regatta and for Flying Dutchmen there was a National championship as well as an international championship, both for newly-donated cups.

The National Cup was given by the Portuguese Government and the International Cup by the Comanhia Industrial da Matola (a biscuit factory).

Sponsors of the programme were Pepsi and L.M.'s famous Laurentina beer, who also organised the impromptu dance on Tuesday evening.

Each competitor was provided with a neat blue plastic case which thoughtfully contained: cold cream, flu tablets, a score sheet, a ballpoint pen, a map of Lourenço Marques, an entertainment guide, writing paper and envelopes with the heading "Semana internacional de Vela", as well as a programme, course chart and sailing instructions.

The sailing instructions were in Portuguese. Of course we should know that language by now! No use saying that you did not know what it was all about. The declarations, too, were in Portuguese—but there were willing interpreters if you really got stuck.

The fleet consisted of eight Finns (two from Luanda, two local, three from the Transvaal and one skipper from South West Africa); six 505s (two from the Transvaal, three from the Henley-Midmar Yacht Club and one from Durban). The rest consisted of 14 Snipes.

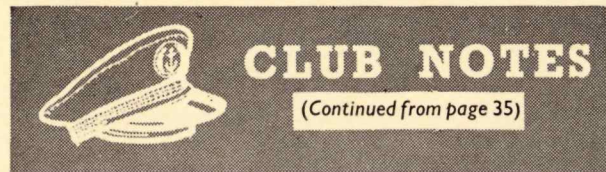
Carmen Stauch started the regatta at the helm of a Snipe, but took over her husband's Flying Dutchman when he was forced to go home after contracting jaundice on the first day. Geert Wiebols, with Richard Clowes as crew, sailed her Snipe. Other South Africans in the Snipe Class, mainly local skippers, were George Baikoff and his wife Jane of the Transvaal Yacht Club.

Among the local entries in the Flying Dutchman Class was Eduardo Marais, the Moçambique Snipe champion 1966. He was for the first time at the helm of a Flying Dutchman. All the way from Beira came Valdem Vitorino and his crew Jorge Fernandes.

Among the 505s was only one South African-made craft: *Temptation* finished by Arthur Saul and his crew Glen Green . . . in one week, only just in time for the regatta!

Among the very international entries in the Finn Class

(Continued on page 36)



were L. Vasconcelos from Luanda and J. Sera Rodrigues from Luanda. H. Berker came all the way from Windhoek, South West Africa. There were two local Cadets and Jan van Nimwegen, W. Pryzbylsky and Melville Milner from South Africa.

Flying Dutchmen

The most unlucky skipper in this class was no doubt Tom McCrorie sailing *Chianti* (the only Durban entry) with Skip Roberts as crew. After a good start of a first and a second placing in the first two races, he was forced to retire from one race with a broken boom, from another with a broken rudder and again when his sail came apart. He scored a second in the final race and was placed fourth overall.

Overall winner and first to be presented with the new International Trophy was Don Ord from the Transvaal who scored two thirds, three firsts and a fourth placing, giving him a total of 5,431 points. Selwyn Tucker, with Bob Lucas as crew (also from the Transvaal), was placed second with 4,908 points (scoring: 6,1,3,5,2,1). Carmen Stauch and her crew John Stern came third with 4,628 points (2,2,2,4,3,3).

Carmen carried off an excellent series. All admired her sailing ability, particularly on the last day when the fleet was thinned out through capsized yachts in the strong winds and choppy seas. She capsized before the start, carried on and was placed second in that race.

Jill Ord took the helm of Doug Kruger's Flying Dutchman in one race, in which she came third. Well done, Jill!

The best Portuguese boat and winner of the National Trophy was *Arande* sailed by Jose Mateus and his crew Gabriel Lopes.

505s

Winner in this class was the only Durban entry, Bob Jones sailing *Shesa* with Roy Raymond as crew. They scored 2,1,1,3,1,3, giving a total of 3,617, which put them far above the second boat *Feeji* skippered by Maurice Dobeyn of the Henley-Midmar Yacht Club, with his son Quinton as crew who scored 2,538 (3,DNF,DNS,2,2,1). Third was Bob Dutton of the Transvaal sailing *Lancelot* with Bill Stewart as crew scoring 2,492 (1,2,2,1,3,2).

Finns

With the fifth race cancelled, all counted for the championship which was won by Jan van Nimwegen of the Transvaal with 3,543 points (1,2,3,DNF,1).

The next two placings went to the two craft from Luanda: L. Vasconcelos 3,242 points (3,1,2,DNF,2) and J. Sera Rodrigues 3,117 points (2,3,4,2,3). Well done, as his main sailing experience is in Snipes.

Snipes

Of the South African entries Geert Wiebols was best and managed to score two seconds.

Overall winner was A. Pereira with 5,332 points (1,4,1,1,2,4), who was presented with the cup given to the Clube Naval in 1965 by the Transvaal Provincial Sailing Association.

Second was E. Oliveira with 4,327 points (3,3,3,3,1,3) and third Mr. Sagitario with 4,010 (2,DNS,2,DNF,3,1).

The prize-giving on the Saturday evening followed the last race. After a speech by the President of the Clube Naval Mr. Joaquim P. Soares, a member of the municipality, Mr. A. Pedrose de Lima, presented the prizes.

Then to crown it all followed the Clube Naval's biggest event of the year: the anniversary ball.

As usual there was plenty to eat and drink and an excellent band played till the early hours of the morning, ending another happy unforgettable Lourenço Marques regatta.

Elegance's Voyage . . .

IN Lourenço Marques for the regatta was the 42-ft. Cape Town ketch *Elegance* skippered by her owner Doug Kruger from Pretoria.

Crewing for him on the way up were six Johannesburg medical students.

Doug took part in the regatta, skippering his Flying Dutchman *O.K.* which had been towed to Lourenço Marques behind the car of Mrs. Kruger from Pretoria.

Elegance had left Cape Town on July 7 and arrived in Durban on July 14.

"The wind was strong with high seas round Cape Agulhas," they said on arrival. "We had good winds up to Port Elizabeth. Then the seas became flatter. We had head winds and motored all the way up here."

"We pulled into Durban to get fuel and also to replace two broken turnbuckles." They left the same day.

The six students, all members of the Transvaal Yacht Club, at the Hartbeespoort Dam are: Chris George, Pete Colsen, John Gear, John Fassel, Andre van der Walt and Dave Fenwick.

Doug recruited a crew at Lourenço Marques consisting of Ed Ferrar, Herman Schep, Paul and Tony Mason and Mary Lloyd and left for Cape Town two days after the regatta.



Six Johannesburg students and their skipper (in suit) with the 42-ft. ketch *Elegance* in the background, sailed by them from Cape Town, relax shortly after their arrival in Durban. From left: Dave Fenwick, Doug Kruger, Pete Colsen, Andre van der Walt, John Fassel, John Gear (below), and Chris George.

Boat Show at L.M. . . .

AN international boat show, the first of its kind in Moçambique, will be held in Lourenço Marques from October 1 to October 8.

The show will follow the opening of the Clube de Pesca (Fishing Club) of Lourenço Marques, where in two hangars the show will take place.

The main organiser of the exhibition, Tullio del Re of Lourenço Marques, said that the show is expected to be an important event, to be attended by the Governor-General of Moçambique.

The larger boats could be displayed in the water or on the hards around the hangars. Sites for stands for the

BELOW: The Clube de Pesca in Lourenço Marques where Moçambique's first international boat show will be held starting with the opening of the club on October 1. The show will take place in the two hangars in the picture and there is also room for displaying craft in the water and on the hard.



exhibition will be free and many invitations have already been sent out.

"A raffle will be held for three boats," he said. "There will be a fishing competition and a prize for the best exhibitor. A big dance will also be organised."

"Building is in rapid progress. A recreation hall, control tower, kitchen, offices and flats. About what the bar is going to be like is such a secret that even Tullio del Re was not allowed in on the morning that he showed me round!"

It is planned to make the show an annual event, on October 1.

DURBAN DOINGS . . .

By Bianca Lavies

Point Yacht Club . . .

AT their annual meeting the Point Yacht Club has elected Bob Fraser as their new Commodore. Peter Collins will be Vice-Commodore and Malcolm Prentice Rear-Commodore.

The Schikkinger Trimaran . . .

AN unusual load on the national highway from Westville to Durban recently was Dr. Frank Schikkinger's 35-ft. Lodestar trimaran.

The trimaran was being transported from a house in Westville where he spent 2½ years building her, to the bayhead where she will be completed before launching.

The trimaran has a 20-ft. beam, but was loaded so high that in most cases passing cars could go underneath one of the floats. Escorted by traffic police, the transportation went without a hitch.

Dr. Schikkinger, who had first built a 12-ft. experimental model, said that he had professional help with the building of the hulls as he wanted to make sure all was done correctly. The interior he finished himself.

He hopes to sail to Lourenço Marques and Beira and the Seychelles to start off with.

"One day, perhaps, we will visit the Mediterranean," said Dr. Schikkinger, who is married with a teen-age son and daughter, "but then the trimaran will go by ship."

. . . And the Daniels One

TONY Daniels, from Westville, with the help of friends, has also nearly finished a 35-ft. Lodestar trimaran which is at the bayhead being prepared for launching in a year's time.

"I started building her two years ago," said Tony, "and worked on the main hull by myself for half a year. Then Geoff Cooke joined me. We did most of the work together and we've recently joined by Peter Steward."

All three men will be part of her crew and are planning a round-the-world trip.

"We spent all our spare time building her," said Tony, whose sailing experience so far consists only of dinghy sailing. "We had no professional help."

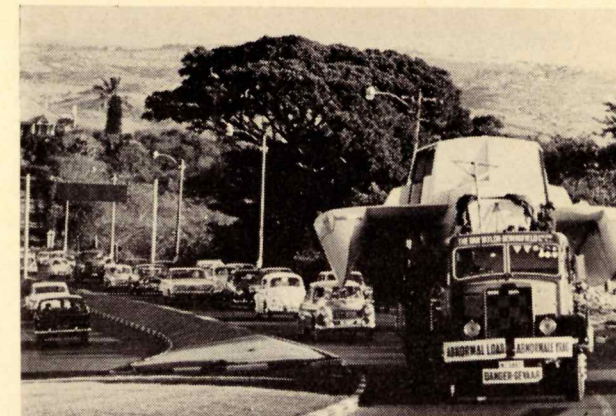
"We have set ourselves no time limit for the round-the-world trip, which will be by way of the West Indies and Tahiti, but it all depends, of course, how well the craft sails."

Launching Skyliner . . .

ANEW 46.6-ft. all-steel fibreglassed ketch was launched at the Durban bayhead by her owner Des Dinnigan. The craft was designed by Australia's premier naval architect Allan Payne, famous for *Gretel*, Australia's challenger for the America's Cup in 1962.

Before the craft touched the water, Mrs. Sheila Dinnigan christened her *Skyliner* (after *Skyline* the yacht which her

(Continued on page 38)



TOP: Dr. Schikkinger's trimaran on the highway from Westville to Durban. In the wider parts cars were able to pass underneath the floats.

ABOVE: The Schikkinger family at the end of the journey to the bayhead with their trimaran: Andre, Mrs. Joyce Schikkinger, Dr. Frank Schikkinger and Sany.

BELOW: The 35-ft. Lodestar trimaran at the bayhead being prepared for launching by three Durban men who are planning a round-the-world trip in her. Seen at the bottom, from the left are Geoff Cooke, Peter Steward and Tony Daniels.

Photos: Bianca Lavies





more CLUB NOTES

(Continued from page 37)

husband sailed to Durban from New Zealand some years ago).

The craft was built in the Durban yards of E. S. Barends and Co. When they started building her in October, 1964, she was Allan Payne's latest brainchild.

Allan Payne and Mr. Dinnigan corresponded for over two years discussing lines and alterations. Allan Payne then gave him sole rights for this design in South Africa.

David Smith's R.C.O.D.

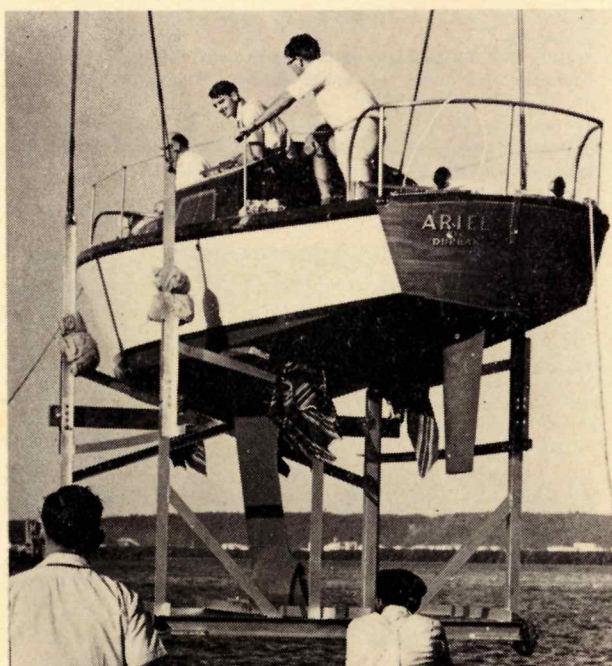
AFTER two years building, David Smith launched his 30-ft. Royal Cape One Design yacht *Ariel* at the Durban dry dock recently.

Mrs. Dawn Smith christened the ship with a bottle of champagne wrapped in a stocking, to protect the hull paint work. A crowd of yachtsmen cheered as the craft touched the water for the first time.

Dave Smith, a publisher, said that it was his first attempt at boat building. "I found it an easy craft to build and did not encounter any snags. Although she is reasonably cheap compared with conventional hulls, the craft still cost me a small fortune," he said. Including fittings, cushions and sails, it was in the region of R3,200.

"The boat was in my car port for the past two years," said Mrs. Dawn Smith. "My car had to stay outside. I nearly forgot how to reverse out of the driveway, I noticed this morning!"

Dave and Dawn Smith, who have a young son and



daughter, are planning a trip to Lourenço Marques in the craft next year. "I will definitely take part in off-shore racing," said David Smith, particularly as there are expected to be five R.C.O.D.s by the end of the year.

Ladysmith Boating Club

THE Ladysmith Boating Club re-elected Con Clarence as their Commodore for the coming year. Vice-Commodore is Eddie Cunyngham and Rear-Commodore Jimmy Hutchison. The secretary is Cas Venter and the treasurer Glen McLeish.

Bill Belcher, new from Zanzibar, in charge of sailing is having all sorts of bright ideas for the sailing programme.

Members are planning to change the clubhouse soon. It will be larger, glass enclosed and another slipway will be built. New boat shelters will be added.

Two members have been transferred: Bruce Glenday, sailing *Shisa*, to Johannesburg and Trevor Beckett, sailing *Svetlang I*, to Durban.

Zululand Yacht Club

THE Zululand Yacht Club reports that at their annual general meeting it took much persuasion to convince Doug Pheasant that he should accept the position of Commodore for the coming year.

Other members elected were: Bill Davidson, Vice-Commodore; Siem de Jong, Rear-Commodore (Sailing); E. Williams, Rear-Commodore (Power Boats); and Ralph Badenhorst, Rear-Commodore (Fishing).

Diane Hurter remains secretary. The new treasurer is Jean Davidson. Ans de Jongh will remain chairman of the house committee.

Prizes were presented by Mrs. McCall, wife of the retiring Commodore. Siem de Jongh collected the largest number of trophies, winning the Commodore's Cup, the Finn Anderson Trophy and the Dorothy Dunton Floating Trophy. Arie Haage won the Fannin Trophy as the most improved junior sailing member, while John Herridge won the Royal Hotel Cup for Dabchicks.

Zeekoe Vlei Yacht Club

AFTER two weeks of drenching rain, the weather cleared on Saturday, August 13, for the 1966 opening cruise of the Zeekoe Vlei Yacht Club. Commodore Geoff Myburgh welcomed Vice-Admiral H. H. Bierman to the club and thanked the Navy for the wonderful help they always give so willingly to yachting.

Admiral Bierman, before declaring the 1966-67 sailing season open, said that he was pleased to foster the long-standing ties between yachtsmen and the Navy.

The Commodore then led the fleet of 82 dinghies in the opening cruise in a gentle south-east breeze, and they sailed round the vlei for an hour, with their multi-coloured sails. Back at the clubhouse there was a very pleasant tea and chat on the lawn in the sun. This was followed by a tasty, but somewhat lethal, brew concocted by Mike Elliott—and a very fitting ending to a delightful afternoon as the sun was setting. An auspicious start to what will be an extremely good sailing season.

Imperial Yacht Club

ASUCCESSFUL Opening Cruise Dance was held at Constantia Nek in August, the guest of honour being the Mayor of Cape Town, Mr. Walter Gradner, accompanied by Mrs. Gradner. Many leading lights in local yachting were present.

The following day in sparkling weather, Mr. Gradner officiated at the Opening Cruise of the 1966 sailing season of the Imperial Yacht Club at Sandvlei.

The Mayor, addressing 200 members and their guests, remarked on the progress of the club, and his pleasure at

ABOVE LEFT: The newly-built Royal Cape One Design being lowered into Durban Bay by a crane. On board (facing the camera) is her owner David Smith. Behind him is Mr. John Way, who helped build the craft.

LEFT: Mrs. Dawn Smith christened the new racer *Ariel*.

Photo: Bianca Lavies.

seeing the ground leased to I.Y.C. by the City Council, and the waters of Sandvlei, used to provide such a great asset to the Peninsula in general and Muizenberg in particular.

On being invited to go for a sail, His Worship replied that though he was prepared to tackle almost anything, nothing (pointing to the yachts lining the shore) "would persuade me to go on one of those things!"

The suggestion that he be hoisted into the vlei as part of the "opening ceremony" was rejected, as the Mayoral chain might seriously affect his buoyancy.

At the official starting cannon more than 70 yachts crossed the line *en masse*, presenting a magnificent spectacle. Led by the Commodore and Rear-Commodore, in line astern they sailed past the saluting base where Mr. Gradner, attended by the Vice-Commodore, took the salute.

Walvis Bay Yacht Club

AMONTHLY Frostbite Trophy has been started which is sailed on the second and third Sunday of each month, a small cup being awarded to the overall winner.

Each boat has been allocated a handicap which is adjusted at the end of each month. The slowest boats start first, so making the good helmsman with the fast boats go even faster, and at the same time giving the "rabbits" a chance to remain in the race.

The two races run in July as a trial run proved to be popular in spite of very cold weather. The first race was won by C. Krauer, with E. Hopkins coming in second, 20 seconds behind. In fact all boats crossed the line within four minutes.

In the second race, after drifting around the Bay for an hour and a half, the race was abandoned till after lunch. Then the wind came away at about force 4 and a good sail was enjoyed by all. The late starters had a hard time catching up with the early starters.

T. Booth in his Loch Fyne surprised everyone by just getting in first, followed by C. Krauer and J. C. Canner third. Once again all boats were in within minutes of each other.

We had two visitors from Windhoek Club during the month. Berker was down for two week-ends—the first time he was lent a Fireball and two "Pickup" races were run. The following week-end Berker and Kohn turned up with their Finns but unfortunately, owing to other activities in town, few people could get away to race.

Two other visitors are Roy McIlwraith and Don King, both from the Flamingo Club. These two are stationed here at the Army base and usually put in an appearance each week-end. They have been lent a Winger and have amazed everyone, and given quite a few people a scare with the excellent way in which they have handled her.

They have also had a few goes in a Fireball and say they are impressed with the way she handles, especially the ability to get up and plane with only a light breeze.

We have three new Fireballs under construction and are hoping to see the first of these, Krauer's, launched by the middle of next month.

The new Commodore of the Mountain Yacht Club, Pietersburg, Earnest Stubbs, on the left, explaining to 'Doc' Crewe-Brown some of the alterations that have already been made as regards slipways, etc. and of the club's plans for the new season. Not much can be done during the off-season because of the danger of fires that keep members close to their pine plantations.

Photo: Jo Crewe-Brown



This photograph shows how choppy the surface of the usually placid Vaal River was during the Inter-Varsity rowing regatta at Vereeniging. Cape Town University are crossing the line ahead of Wits in the junior eights event.

INTER-VARSITY ROWING

By FFRANGCON DAY

THE University College of Rhodesia, Salisbury, had an unhappy début in the S.A. Universities Rowing Federation's annual regatta at Vereeniging.

The university's first eight to row on the South African waters was one of five which started in the junior eights event and Rhodesia was doing well when their beaten-up, borrowed boat lost its rudder after a third of the course.

The cox naturally lost control and the boat swerved off course, making straight for the Rhodes crew which was gliding alongside. Unable to stop their craft's headlong flight, Rhodesian oarsmen lifted their blades which missed the heads of the Rhodes crew by inches.

A collision seemed to be inevitable but, commanded by their cox, Rhodes stopped in their tracks. Had they not done so Rhodes and Rhodesia would have become locked together and both craft would have been shattered.

The umpire ordered the three other crews—Wits "A" and "B" and Cape Town—to stop, and the race to be re-rowed. Rudderless Rhodesia zig-zagged their hazardous way back to the starting point.

The race was not without new incident. Wits "B" were disqualified because they took the wrong buoy. Finally Cape Town won, with Wits "A" second and Rhodes third.

Right up to the last event it looked as if Cape Town would at long last win their duel with Wits because, before the senior eights event, Cape Town had a lead of five points.

Wits could not win the tournament, but they could draw if they beat Cape Town in the senior eights race and, rowing with precision and effortless rhythm, this they did by more than a length.

A strong headwind which lashed the usually placid Vaal River into a turbulent, gruelling course slowed down times by minutes. On these exhausting conditions some oarsmen were required to row a total of 12,000 metres in one afternoon.

With no encouragement or facilities for training in or near Grahamstown, the Rhodes crew did not begin training until they arrived in Vereeniging a week before the regatta. They showed considerable promise and with expert coaching should do much better. In the 1940s they won the Inter-Varsity rowing regatta three times.

Here are the full results:

Maiden coxed fours: Cape Town 'A', 1, Wits 2 and Cape Town 'B' 3.
Junior coxed fours (Wyatt Cup): Cape Town 1, Wits, 2, Natal (Durban) 3. Time 6 min. 42 sec.
Senior pairs: Wits (Derek Reid and Dave Reid) 1, Cape Town (I. Marais and D. Wylde) 2. Time 9 min. 37 sec.
Novice coxed fours (Bennett Shield): Cape Town 1, Wits 2. Time 5 min. 11 sec.
Senior coxless fours (Grocott Cup): Wits 'A' 1, Wits 'B' 2, Cape Town 3. Time 7 min. 53 sec.
Senior coxed fours: Natal 1, Cape Town 2. No time recorded. Wits were disqualified for crossing the wrong buoy.
Junior eights: Cape Town 1, Wits 'A' 2, Rhodes 3. Time 5 min. 43 sec.
Senior single sculls (Mike Pay Cup): Cape Town (L. Madsen) 1, Wits (Dave Reid) 2. No time recorded.
Senior eights (Webb Cup): Wits 1, Cape Town 2. Time 6 min. 51 sec.
S.A. Universities (Proteas) vs. Transvaal Invitation eights: S.A. Universities.