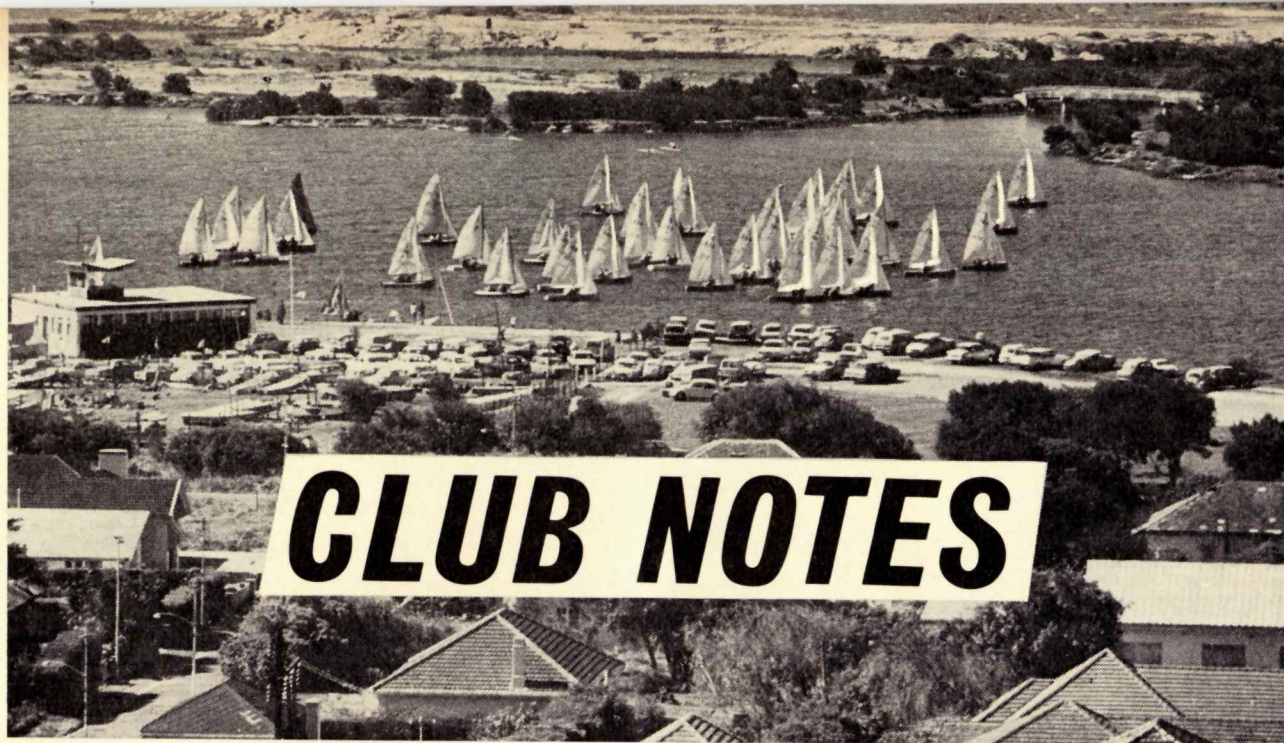




CLUB NOTES

The dinghy armada that turned out for the recent Sprog Regatta at Sandvlei passes the clubhouse, the massed cars and the vlei-side homes, making a gay spectator attraction for Muizenberg, from Boyes Drive. The redoubtable Helli Stauch, of TYC and Olympics fame, has bought a plot here and is to have yet another sailing base on the spot soon.

Photo: Richard Matter

Sprog Regatta, Sandvlei . . .

THERE were 50 entries, but an average of about 45 starters in each race, at a Sprog Regatta held at Sandvlei under the auspices of the Imperial Yacht Club over the long week-end in September. Organisation was by Mike Kearney and trophy secretary was H. Shagam.

The main event was for the W.P. President's Prize—a trophy that is becoming more and more coveted in the Cape.

The fleet included three Sprog national champions and entries came from far and near. Sandvlei is, of course, ideally suited to Sprogs and gives terrific spectator value, but its congested waters do provide some hair-raising moments for skippers, particularly soon after the start.

The tune-up race was won by Gerhard Köper, Stan Midlane second and Colin Forster third, and the first championship race saw the finish in this same order in a light south-easterly wind. Forster had led earlier on, but in rounding a mark he dropped at least ten places, and there was only three seconds difference between Köper and Midlane. The perennial Eric Budd was also well up at first, dropping back later with the excuse that he and the Brigadier were feeling tired!

The second race saw a shambles with Köper, in the lead, going to the wrong mark, followed by most of the fleet, ending in a win for the Imperial skipper N. Wigram, followed by William Combrink and M. Price. Combrink again did well in the next race to take third place, with Midlane first and Köper second, so Combrink was leading on points at this stage.

The fourth contest was the "Channel Race", not quite as exciting as last year because of the light wind, and the result was Forster, Köper, Midlane—the old trio coming out to the front again.

The final race was perhaps the best of the lot, with places changing constantly in a fresh south-easter. S. Stirling from Worcester sailed well into third place, but Forster had first "in the bag" until losing out in a tacking duel with Köper on the last beat, for Köper to win by what could not have been much more than about six inches.

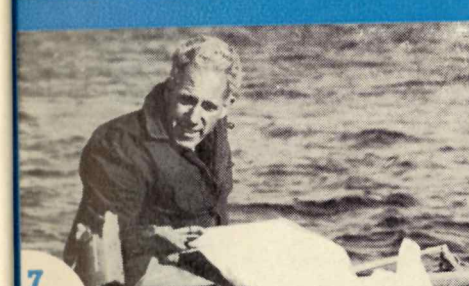
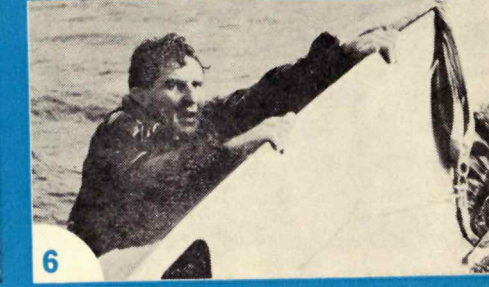
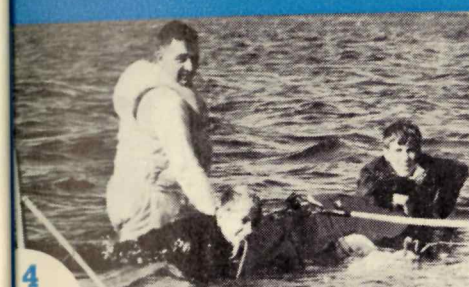
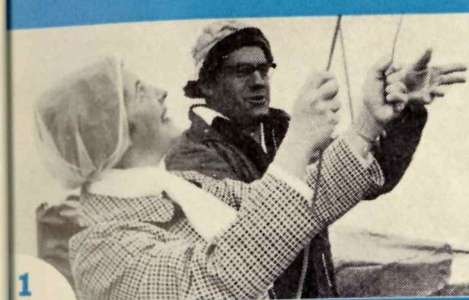
Results included: W.P. President's Prize: 1. G. Koper, 2. S. Midlane, 3. M. Kearney.
Channel Race: C. Forster.
Boland Trophy: Stirling (Worcester).
2nd Division: D. Price.
3rd Division: C. Merchal.
Arthur Maran Trophy: N. Wigram.
Muizenberg/False Bay Trophy: G. Koper.

WHILE their "little brothers" in the Sprogs were racing at Sandvlei, Z.V.Y.C. had a class week-end of racing that saw more than 100 yachts on the water. Organisation was good—the main skipper being the chairman of sailing himself, Geoff Paterson, who was too busy to race—while once again thanks go to Rothmans for the use of the "mobile unit" and the services of com-

(Continued on page 34)

1. Gordon Knell and Mrs Ellen Smith, of the Flamingo Yacht Club.
2. On the bridge from left: Bert Taylor, Sam Lange and Bill Cranko.
3. Barry and Mrs. Audrey Nuttall.
4. The sad fate of the Sharpie Vixen of the Boskop Yacht Club in the first race. From left, her skipper Tim Botha, John Doak and Nester Ventah.
5. Rob Harris (Finn 218) and Dick Halliburton (right) in a predicament while the crew of Hakahana, of the Transvaal, gives them a worried look.
6. David Hemphill with his capsized F.D.
7. Hap de la Porte, the Commodore of the Newcastle Aquatic Sports Club, broke the mast of his Finn.
8. The Williams family, Joan, David and Willy, prepare their Sharpie.
9. Hans Weis, left, president of the Sharpie Association, with John Kirby and Dave Deacon, all of the Flamingo Yacht Club.
10. Mr. and Mrs. Charles Axelson, local Sharpie sailors.
11. Left to right: Cyril Thring of Boksburg, Ian Thring and Steve Elliott of the East Rand Yacht Club.
12. Colin and Louise Edwards, from Queenstown, and local skipper John Mallett (right).
13. Betty and Jimmy Carrick, who sailed Rocket of the Henley Midmar Yacht Club.
14. Gerald Thorburn and Gerry Ogilvie who sailed the Sharpie Kingklip of the Flamingo Yacht Club.
15. Graham (left) and Warren Snowball of the Zwartkops Yacht Club.
- The University of Natal Pietermaritzburg Sailing Club.
16. Joan Phillips and Peter Tomson in the doorway of the new clubhouse.
17. The remains of breakfast. Di Bircher and Ann Harris about to wash the dishes.
18. Members with the club's recently-bought Spearhead which was almost completely wrecked in the race that followed. From left: Ian Thring, Rob Tait, Don Holmes, Mits Morford, Pete Thomson and Gavin Warner. Photos: Bianca Lavies

AZALEA REGATTA, MIDMAR . . .





more CLUB NOTES

(Continued from page 32)

petent Courtenay Heath, making a name for himself in South African yachting circles.

The rescue boats had an easy time—something unusual for the Cape, and the only sour note of the whole weekend was the reappearance of the club's own private vandal who, not content with sinking and cutting the number buoys, also broke open one rescue boat shed causing damage of about R140—all to remove the shearpin from the propeller. Heaven help this person when the club members catch up with him!

With so many races and so many classes, it is rather difficult in limited space to give a description of every

Standing within yards of the manoeuvring Sprogs, spectators at Imperial Yacht Club are drawn into the excitement of the start. Note how champions Gerhard Köper, in Shea, 545, and Colin Foster in Skedaddle, 595, keep well clear of the traffic jam, while 686 is unable to squeeze through and is forced to return. K. Stirling's boom, 651, fouls R. Andrews's, 664, forestay. Both are from W.Y.C.

race. There were ten starts—F.D.s, Finns, Spearheads, Tempos, Extras, Dabchicks, Andies, Wingers and an All Class.

Of the F.D.s, Noel Tunbridge was superior though not without being given a hard fight by Dennis Woodward and Peter Oldroyd. Brian Hallack shaped at times, and so did Alan Jefferies, particularly in one race, but with Tunbridge kicking off with two firsts, the main issue revolved around the next few places with Woodward having 1:2:2:3:4, beating Oldroyd with 1:2:2:3:5.

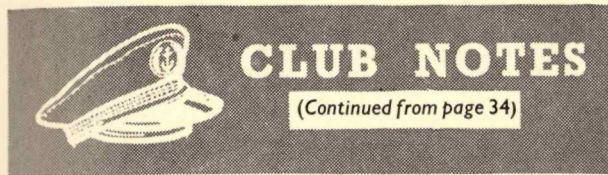
Another skipper right on top was Geoff Myburgh in the

(Continued on page 37)

Gently broad-reaching in regimental order are, nearest the camera, J. Sinclair, UCT, in *Somoa* 643; then G. Hymns, ZVYC, in *Epo* 686, R. Gardener, SANSA, in *Such Stupidity* 432, and I. Nitoslowski ZVYC in *Striptease* 568.

Photos: Richard Matter





Finn Class—unbeaten in the four races in which he sailed. With the light air there was a fine dogfight among the next seven or eight boats with some close finishes and lots of place-changing.

Two "heavyweights" in Gordon Burnwood and Lionel Fridjohn ended up second and third respectively, Burnwood's one first place giving him an extra filip.

C. Köper had a couple of good races in the middle with a second and a third, but faded on the last day, while Brian Ashton was also in the reckoning at times, and Adrian van't Hoogerhuijs ended up well with a second.

The Spearheads had a fair-sized fleet on the water, but did not seem to have very close racing. J. Versfeld started well with a couple of firsts, but was ultimately pipped by J. Price who notched two firsts on the last day to have 1:1:2:2:3 against Versfeld's 1:1:2:4:Ret. A comfortable third was Helmut Losken, all 6 ft. 6 in. of him, helped by a win in the third race.

The Extras and Tempos both put up a fine show in the number of entries, and it is undeniable that these two classes have attracted many who would otherwise not be on the water. Of the Tempos, Graham Ross proved his worth in the light stuff, where he used to be such a threat in the Finn fleet, while designer Jack Köper edged Molly Warr (ex-Sprogs) out of second place.

Sailing was keen at the top—in one race there was five seconds between first and second and one second between second and third.

The Extras had a little trouble initially over the starting and finishing line, but after many had again read their sailing instructions, they sorted themselves out.

Ronnie Keytel pulled the Cup off with three firsts, followed by B. R. King and I. Cruickshank. H. Dale-Kuys, who had a win in the first race, slipped a bit near the end.

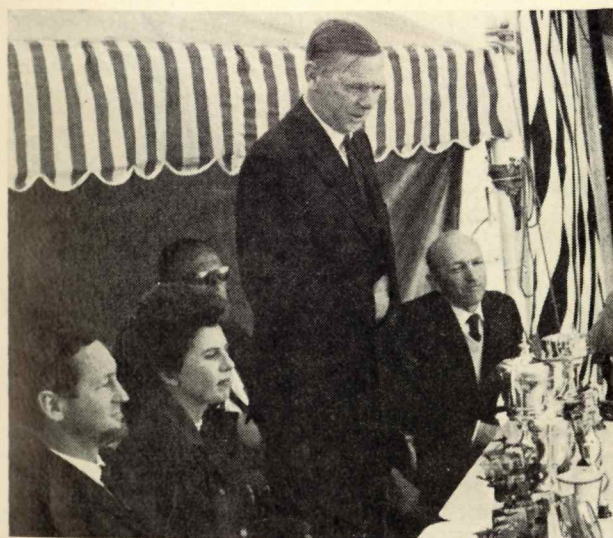
Other results included:

Andies: 1. J. West, 2. G. Meek, 3. J. de Kock.

Wingers: 1. J. Rutherford, 2. W. Walters, 3. J. Stewart.

All classes: 1. J. Duncan (O.K. Dinghy), 2. P. Forster (Thai-cat), 3. E. Butler (Enterprise).

Dabchick: 1. G. Meek (jnr.), 2. K. Hall.



ICYC PRIZEGIVING: Left to right, Arnie Berman, Commodore IYC, Mrs. Kay Graham, who presented the prizes, Gordon Graham, Chairman of SAYRA Exco, partly obscured Peter Oakman, Vice-Commodore, and Mike Kearney, WP Sprog Representative.

COMMODORE at Zeekoe Vlei Yacht Club this year is Geoff Myburgh, in his second term with Hoogie van Hoogstraten a genial Vice, and George Meek a hard-working Rear—Finn, F.D., Andy—quite a cross-section and all regular starters.

Chairman of Sailing (that dreaded job!) is held admirably by Geoff Paterson, in spite of wife Belinda's complaints that she hardly ever sees him these days.

There is a full and varied programme for the year right up to February 25. Emphasis seems to have been put on class racing rather than handicapping—on the one hand not a good thing for those regularly at the bottom of the fleet, but on the other a boon to the overworked bridge crews.

First big event to take place over the long week-end in September was a class week-end. Sprogs sailed at Imperial Yacht Club for the W.P. President's Trophy, a much-coveted cup, while F.D.s, Finns, Andies, Spearheads and Tempos competed at the vlei.

After the club championships of September 17 and 24, the K.L.M. Trophy for F.D.s will again be at Worcester in the long week-end in October. Please, Mr. Worcester Weatherman, no snow this year! Finns are having an Inter-Club at Worcester the following week-end, to be run along the same lines as the most successful event of last year.

F.D.s and Sprogs inter-club events take place later. With regard to the F.D.s, there is talk of amending the deed of gift to eliminate mass starts and provide for a number of races, each club racing each of the others in turn. This will, I think, be a change for the better as the essence of team racing is surely a competition between two at a time, and not six or seven all together.

A novel item on the programme is the Inter-Class Challenge with a most complicated set of rules that promises to be great fun.

This year's Western Province championships will be held at Hermanus over Easter and "foreign" entries will be more than welcome on this magnificent stretch of sailing water.

Mooted recently is the idea that the vlei courses need revision, as they have become so familiar and very often provide a soldier's course with the slightest shift of wind. One suggestion is that the rescue launches lay the marks first before the start of each race, thus obtaining as true a course as possible.

On the question of marks, we have just had rather an unpleasant shock. The sailing committee bought a number of orange plastic buoys to replace the drums used up to now. The buoys, costing about R180, were laid over a week-end and had all disappeared by the next week-end. After grappling and recovery of the wire, it was found that each buoy had been slashed and cut with, presumably, a sharp knife!

It is possible that some races this year will be started from a temporary box on the eastern shore to test feasibility and perhaps pave the way for the much-debated move of the clubhouse.

Speedboats have recently acquired a good launching ramp along this shore and to do so a number of the tall trees were cut down—a pity, really, but something immediately taken advantage of when some skippers found that they could pick up a truer wind at this spot and get a good lift.

Water level at the vlei is quite high—could be more, though—but there is still a lot of seepage to come and winter is not yet over. Wet suits are really *à la mode*—a boon with the water still cold.

Otherwise nothing much has changed to any great extent. There are several new faces around, including the Transvaal F.D. skipper Danny Baikoff.

False Bay Racing . . .

THE Honeywood Cup is a floating trophy presented by past-Commodore Dave McCormick for the False Bay Yacht Club's annual race from Simon's Town to Gordon's Bay. The 1966 event, held on September 4, was marked by two innovations, an open handicap or pursuit

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more CLUB NOTES

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race and the handicapping of all competitors, keel boats and multi-hulls alike, according to the formula now used for keel boats by both F.B.Y.C. and the R.C.Y.C.

While the first experiment was a success, only a careful analysis of the results of this and future races will tell whether this handicapping system can be usefully employed as a basis for assessing tri- and catamarans, especially in conjunction with keel boats, as variations in wind strength and direction relative to course produce what, at this stage, appear to be almost unpredictable variations in hull speed among the different types.

As it happened, on this occasion sailing conditions were excellent with a fairly smooth sea and a steady free 3 to 4 breeze from astern the whole way across.

The original entry of 12 yachts ranged from the 50-ft. 18-ton (displ.) cutter *Active* of Eric Pearce to the little 20-ft. sloop *Zimbi* of David Buirski and included four tri-

BELOW, TOP TO BOTTOM: Paddy and Phyl Pearce receiving 5th prize at the 1966 Highveld Sprog Championships from Mrs. D. Lown, wife of the Vice Commodore, Pretoria Sailing Club. Keith Harris and crew Linda Walters (4th) get their prize from Phyl Pearce.

And, at the bottom, the Highveld Trophy goes to Louis and David Herridge.

Photos: L. A. N. Down



marans, all the keel-boat owners sportingly agreeing to the inclusion of these latter. Unfortunately, owing to lack of crews four yachts were unable to start, and the limit boat was Mike Elliott's 27-ft. Folkboat type sloop *Stoertebeker*, whose initial lead was early cut down until she was overtaken off Seal Island, first by Vice-Commodore Bill Smith's van der Stadt sloop *Vagrant II*, crewed by his son and twin daughters, and soon afterwards by the old Tumlaran Class *Astra*, being raced for the first time by her new owner Mr. Bond-Smith and helmed by the redoubtable Willie Berg.

These two yachts duelled all the way to Gordon's Bay, *Astra* turning out to be the overall winner in the good time of 4 hrs. 1 min. 30 secs., but *Vagrant* was beaten into second place by Dave Abbott's Nuggett-class trimaran *Ruby* just before the line.

The other finishers in order were: 4. *Sonia* (L. Woodhead); 5. *Te Duifje* (30 ft. trimaran, Dr. A. W. B. Heywood); 6. *Stoertebeker* (M. Elliott); 7. *Sally* (L. Wright); 8. *Jumbo* (C. Knipe).

That evening 54 members and wives of the F.B.Y.C. sat down in the Gordonia Hotel to a dinner enlivened by short but jocular speeches by the Commodore, Eric Fry, Vice-Commodore Bill Smith, Rear-Commodore Denis Mulligan and club entertainments chairman Laurie Rawden. The Honeywood Cup was presented to the winners by Mrs. Fry and a special prize for yachts under 24 ft. l.o.a., given by Mike Elliott, went to Dave Abbott whose trimaran *Ruby* was first home in this class.

Before the return race on Monday the waters of Gordon's Bay were whipped into foam by a strong southeaster, but this suddenly dropped and the 11 a.m. start found the yachts near the line with barely steerage way.

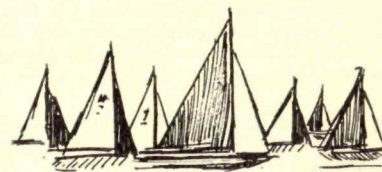
Delicately ghosting through the fleet, *Vagrant* stole into the lead but was soon challenged by the 22 Square Metre yachts *Astra* and *Sonia*, which latter Lawrence Woodhead was sailing in her first race for two years. After an hour of tense sailing and cross-tacking *Vagrant*, on port tack, just managed to cross ahead of *Astra* and *Sonia* on starboard.

The gentle north-westerly zephyr gradually gave way to a southerly breeze and about 12.30 these leading yachts were astonished at the sudden appearance of the trimarans *Ruby* and *Te Duifje* (Dr. W. A. B. Heywood) which suddenly appeared out of the blue and, knifing their way between *Astra* and *Vagrant*, gradually worked out a commanding lead.

Les Wright's 42-ft. yawl *Sally*, which had been left hull-down astern in the light stuff, now came foaming up in fine style, but too late to figure in the placings, which were: 1. *Ruby* (trimaran) D. Abbott; 2. *Vagrant* (J. W. L. Smith); 3. *Astra* (W. Berg); 4. *Stoertebeker* (M. Elliott).

SAILS ON THE HIGHVELD

BY PETER BROWN



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THE Highveld sailing season began with a burst: Near-gale-force winds ripped across the dry veld, stirring up clouds of fine dust from the mine dumps and overturning careless sailors who failed to concentrate for even a second. But after the first serious racing of the season, yachting talk was not so much about the unfavourable winds, torn hands and smashed equipment, but the success of the first round of separate week-ends for major classes.

Each class had its own venue, uninterrupted by hordes of yachts upsetting their races. The 505s were the first to start, with two long week-ends at Pretoria Sailing Club; Sprogs followed during the September long week-end, with a series of races at the same club; Finns battled for the Van Nimwegen Trophy at the barren Aeolian Club on the Vaal and the Flying Dutchmen held the first Highveld F.D. Cham-

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CLUB NOTES

(Continued from page 47)

pionship at East Rand Y.C.

There is a marked trend towards class week-ends and weeks, particularly at the inland racing centres where sailors have to contend with congested waters and other classes disturbing their fleets. This move to separate classes was seen at the recent South African Yacht Racing Association's meeting when class weeks superseded national regattas.

The Transvaal was the first province to punt for class weeks and although the original intention of disbanding the annual provincial championships in favour of class meets was defeated, the Transvaal Provincial Sailing Association approved of the major national classes holding their own racing at the beginning of the season.

What did the competitors think of racing with their own classes free of unnecessary interference? Perfect. Just what they had been longing for! Relatively open waters and only their competitors to think about.

There was just one hint of regret.

Yachtsmen are basically gregarious people and a whole week-end without seeing friends from other classes did dampen some of the shore activities. It has even been said that the Finns would not have minded the Flying Dutchmen sharing the large waters (and bitterly cold winds) of the Vaal!

Undoubtedly, the open waters did help the best in every fleet to gain good positions and hold them. It would be fair to say that the first four places in each class are an accurate indication of the best skippers in the Transvaal. The successful experiment carried out last month means that the class week-ends will be continued next year.

Finn skippers have never been so cold or uncomfortable! Twenty-eight of them camped under canvas on the exposed banks of the Vaal last month for the three-day Van Nimwegen Finn Trophy. Freezing cold winds whipped across the waters, churning up big waves and biting through the toughest woollen jackets and oilskins.

The first race, scheduled for Saturday afternoon, was cancelled when winds estimated at 40 knots or more persuaded even the most determined sailor to spend the afternoon in his tent rather than the water.

Ed Ferrar, the burly, friendly Finn skipper from Loch

Commodore Bunny Wickens, of the Murray Park Yacht Club, Springs, with the club's fine new signalling guns, based on the drawing and article published in SA Yachting and designed by the editor.

Vaal, took a wind-measuring instrument to the river. According to him, he had to keep his hand over the open end to stop the wind-measuring device from being blown out.

Finn skippers are devils for punishment and lest they be deprived of a sail by heavy winds, they decided to hold three races on Sunday. The Sunday morning race was relatively calm with the wind gusting from 15 to 20 knots. Jan van Nimwegen took the lead early in the race and maintained it to the end. Harvey Blogg came up well from behind to finish second. Third was Dave Stuart. There was hardly time between the first and second races for a meal (there's always a spare moment for a beer, especially when Whitbreads present a few dozen to a regatta).

By midday the wind was piping and gusts were speeding across the water at 25 knots and more. Blogg was well in the lead when he succumbed to the famous Finn trap: A capsize during a jibe at the leeward mark. Ed Farrer, who had sailed a very competent race, sped past him to win. Blogg did not take long to right himself and lost only one place, finishing second. Third was B. Gold.

There are limits even to a Finn skipper's determination to enjoy himself on the water. This came before the third race on Sunday when the committee refused to set a course and every one of the 28 skippers decided not to sail, some of them without taking a look outside their tents to examine the weather.

Two races were held on Monday. The light winds provided a complete reversal from the previous day's gale-bashing with the light-weather experts finishing high up. Archie Park-Ross, of the Free State, showed some cunning helmsmanship to come first with Ralph Hogen second and Jan van Nimwegen third.

The last race of the week-end was sailed in ideal conditions, bright sunlight and a moderate fresh wind. Jeff Walton was first with Harvey Blogg second and Nick Holdsworth third.

One of the most fascinating features of the regatta were the results computed on the new low-point scoring system. Harvey Blogg got the trophy although he never won a single race. Of the four races sailed, one was a discard. Blogg obtained three seconds and a nineteenth. His nineteenth was a throw-away and he achieved 4.5 point. Van Nimwegen was second (1, 3 and 4) with 6.75 point; Walton third with 5, 4, 5 and a first and Nick Holdsworth fourth with 4, 7, 15 and a third.

The proponents of the low-point system always claim it is a much fairer method because the consistent skipper wins the regatta in preference to the temperamental sailor who wins one or two brilliant races and does not feature in the others. It is difficult to gauge whether Blogg would have won on the old system without doing a complete

Skippers and crews found it very difficult standing to attention and saluting the Commodore during wild gusts at the Murray Park opening cruise. Both these dinghies took a toss in the process...



The cat-and-mouse game of waiting for the start, at the 1966 Highveld Sprog Championships.

Careful hull and sail trimming by the winners, Louis and David Herridge, in See'em Off.

Photos: P. Bindon

reallocation of points, but it is safe to assume the low-point method has proved its value.

Some months ago this column carried full details of the Aeolians Club and the prospects for a permanent venue for Highveld yachting regattas. This was the first event run by the club and it is fitting to assess the merits of the venture.

Every competitor agrees with the suitability of the site, but most are hesitant about its virtues in the adverse conditions which the Finns faced. When skippers have to face hours of strong winds and choppy seas, the last thing they want is to huddle in an equally uncomfortable tent to get warm.

Many sailors found it impossible to stay completely warm for the three days, and many of them had severe bouts of colds and flu.

Perhaps, after this experience, the club's organisers should seriously consider the erection of temporary premises. They have said they will not compromise with inferior buildings. They would prefer to wait until they have the necessary funds to finance a lasting construction. But if the Vaal is swept with this type of weather—and it usually is during the first few months of the season—the club must provide some shelter for those people who are prone to chest and other ailments from extreme cold.

Don Ord, left, John Tainton and Woolfie Woolson, during the prizegiving after the FD Highveld Championships at East Rand YC. Don came second and thanked the organisers for an exceptionally good regatta.

The first Highveld F.D. Championship, organised by John Tainton, the go-ahead commodore of the East Rand Y.C., was a resounding success. The strong winds and cramped waters of Cinderella Dam provided just what the F.D. skippers and crews needed—but did not really want: Highly exciting and physically tiring racing. There are no long beats in this tiny dam and yachts just cannot ride out a squall before tacking. The mud banks and reeds make their mind up for them: They have simply got to tack.

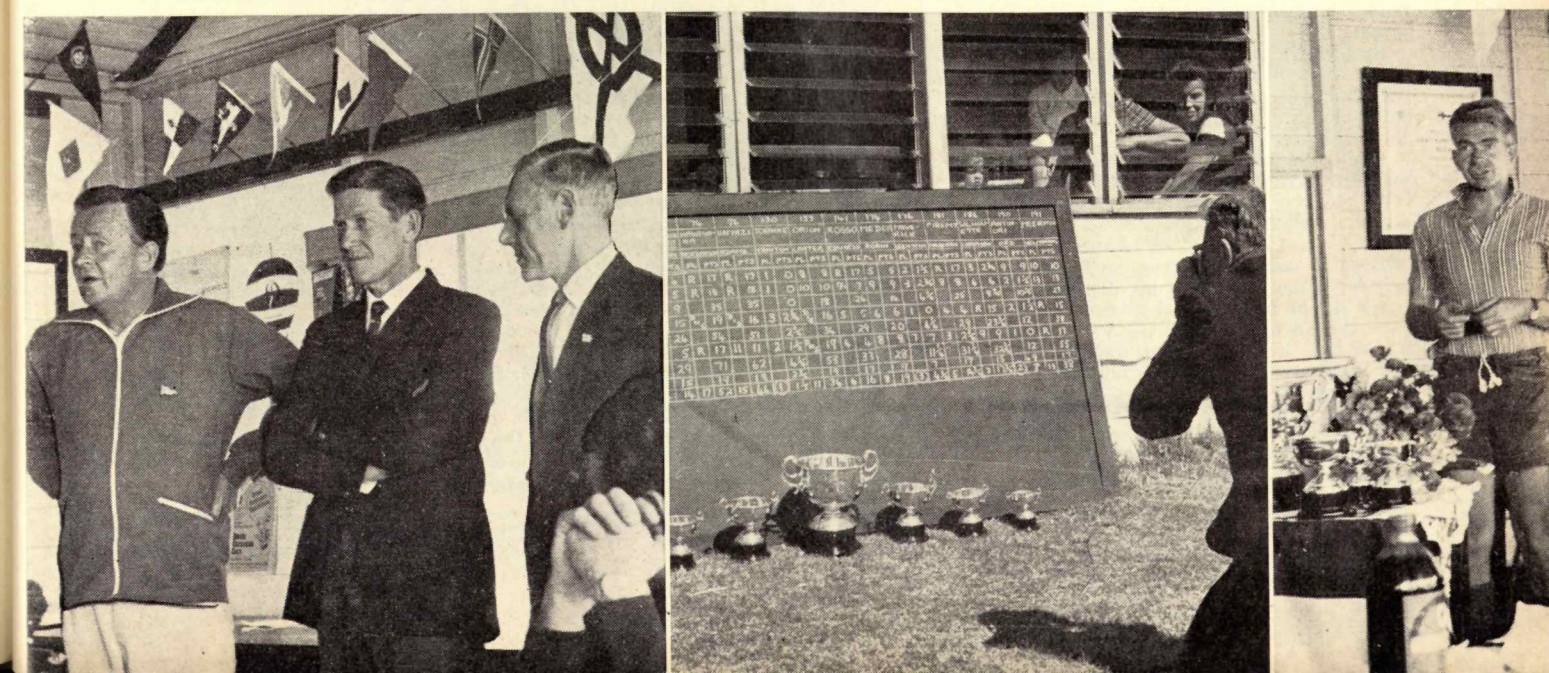
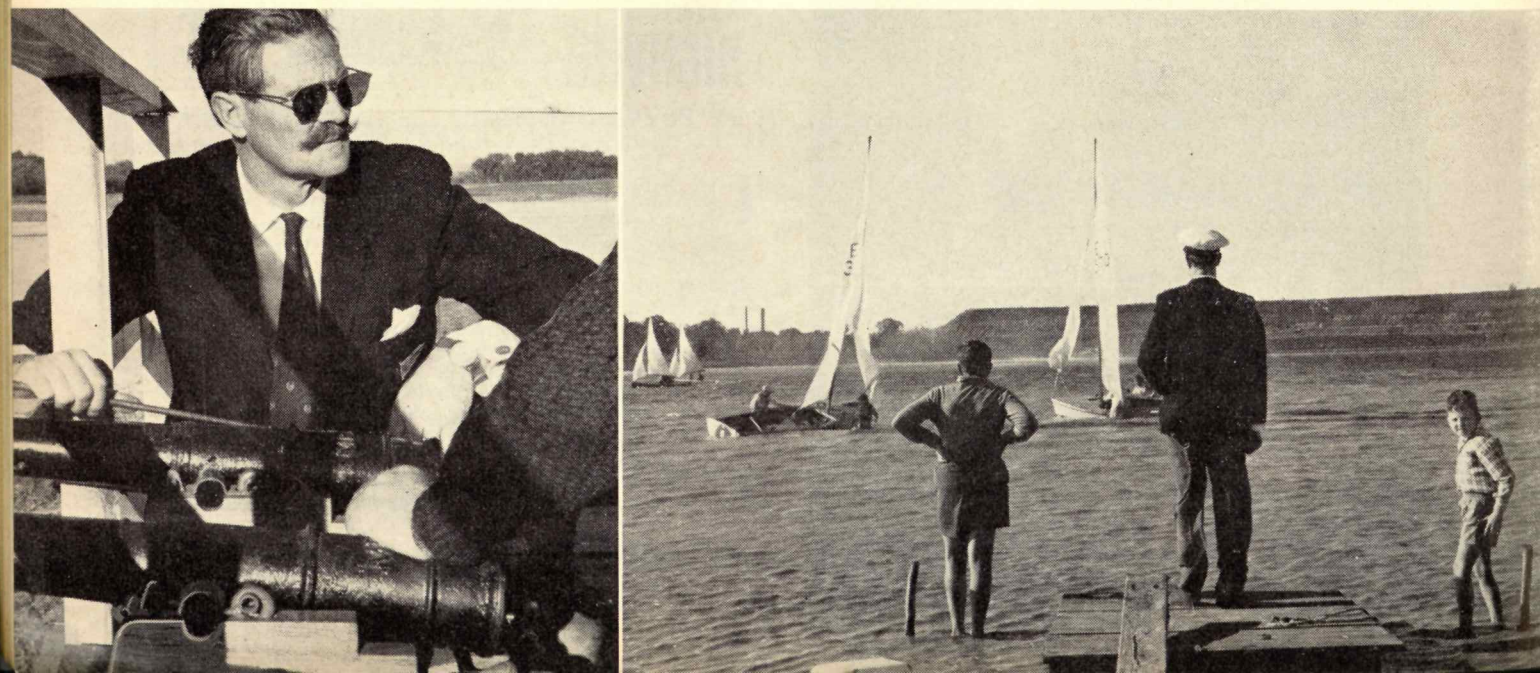
Even the strongest of crews found the large genoas and knife-like sheets demanding. The number of blistered and cut hands after the five races were evidence of this.

Most of the leading F. D. skippers were there—Don Ord and John Tainton, from East Rand; Glynn Graham and Al Leenstra from Victoria Lake Club. Graham has recently bought one of Hellmut Stauch's many Flying Dutchmen. Although Graham did not gain the honours he is accustomed to, he is a definite threat to Transvaal F.D. skippers. Once he and his new crew, Ralph Wilcox, have settled down and learn to combine together—something which takes a good many races and a lot of bad language for any

(Continued on page 54)

Below left, some of the splendid cups which were presented, the largest being a floating trophy and the rest for skipper and crew of the first three boats. Below right, Chappie Chapman of VLC thanked the hosts on behalf of the visitors.

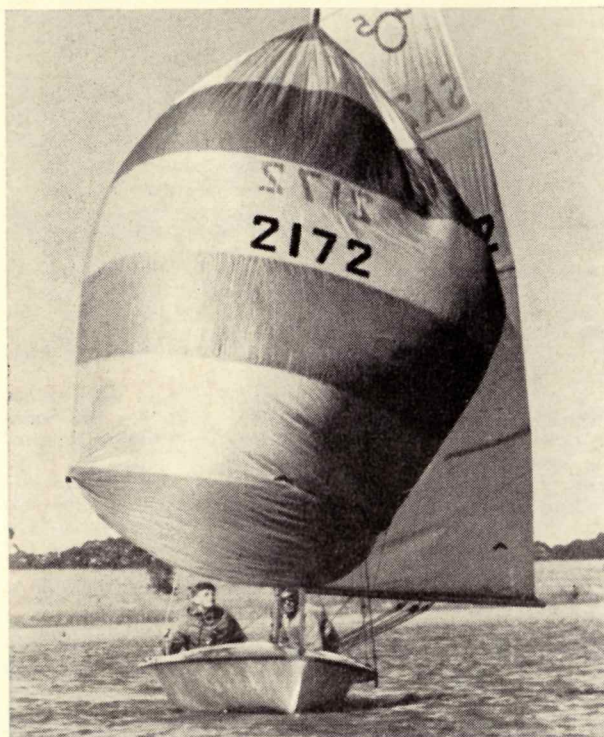
Photos: Peter Brown





more CLUB NOTES

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IN LIGHT AIRS: Keith Daff, skippering Mischief, at the 505 Interclub Regatta held at Rietvlei.

Photo: Jo Crewe-Brown

The 505 CHAMPS . . .

(Continued from page 31)

moving ahead with Hans Fogh lying third. I was in tenth position after sailing the first triangle but half-way up the beat my rudder pintles broke, which put me out of the race.

Bainbridge went on to win with Farrant and Fogh second and third and Buffet fourth.

For the seventh, and last, race the wind was in the south again and had built up rather a nasty sea, gusting about 25-30 in the rain squalls. The Farrant brothers had already won the series, so did not take part but went sight-seeing instead; so it was a fight between Bainbridge, Bath, Poullain and Fogh for second and third positions overall.

Jørn Bond from Denmark jumped away at the start and was never headed. Bath held on to his second position for the whole race, closely followed by Bainbridge, Fogh and then myself, which was my best position for the whole of the series.

Our performance was improving with each race as Ole and I got down to a bit of teamwork which is most important in racing a 505, especially in strong winds.

Overall, the Farrant brothers, without any question at all, were the masters with Peter Bainbridge hot on their heels. Unfortunately for Peter he missed the first race so was unable to discard one race.

An open-air prize-giving at the Royal Danish Yacht Club grounds in Skovshoved harbour concluded the 1966 505 European Championships. ■■

skipper-crew partnership—they will be a formidable team with every prospect of achieving excellent places at future regattas.

The two other expert skippers who did not sail were Bryan Metcalfe, who very considerably sacrificed the season's opening regatta to put his beautifully-conditioned boat on the *Rand Daily Mail's* Great Outdoors Exhibition, and Hellmut Stauch, who was overseas.

The tune-up race on Saturday morning was held in moderate winds with Leenstra winning comfortably. The gusts rocketed down the narrow north leg of the dam on Saturday afternoon and the race developed into a survival of the fittest. Many yachtsmen capsized and one broke his mast. John Tainton, who is one of the rising F.D. skippers in the country, sailed magnificently, winning comfortably and beating Leenstra into second place.

Don Ord, who capsized and righted himself immediately, finished third.

The second race became a battle between local skippers with Ord and Tainton vying for first place. Tainton eventually won with Ord second and Leenstra third. On Sunday afternoon Cinderella showed its vicious unpredictability. The wind was blasting from the south-west, making the beat from the north-east mark a cruel necessity.

If skippers ventured too close to the trees on the west, they sailed into a virtual dead calm patch. They had to keep along the club shore, with short tacks and taking advantage of the gust and lifts.

Ord secured an incredible lead in the first round. He capsized but righted himself, allowing only Leenstra to get through. It will give readers some idea of how far Ord was ahead when only one boat passed him in spite of the strength of the wind.

Leenstra steadily increased his lead and with a frighteningly fast spinnaker run, managed to win by three minutes. Ord was second and Tainton third.

Monday's race was sailed in light, variable winds and soon became a tussle between Ord and Tainton. On the last round Tainton dropped his spinnaker boom, allowing Ord through to win.

Final results: Tainton, 1; Ord, 2; Leenstra, 3 and Graham 4.

The first three placings were extremely close, thanks to the low-point scoring system. It would be easy to dismiss Tainton's victory as the feat of an experienced man sailing in home waters. Some of his ability may be due to this, but unmistakably this fanatically keen skipper has the qualities of a first-rate F.D. champion.

His career in the class will be worth watching.

This writer was taken to task light-heartedly some time ago by the Sprog Association for having the temerity to suggest that inland Sprog skippers were not up to the standard of their comrades on the coast. The Sprog Association then bravely challenged coastal skippers to venture inland and suffer a crushing defeat at the Highveld Sprog Championship.

Regrettably only one semi-coastal skipper accepted the challenge and travelled to Pretoria Sailing Club for the duel. Louis Herridge really showed the Transvalers how to handle a Sprog in their own waters. He won every race, although some of them narrowly, and must have set a Highveld record for versatility.

If this is what one coastal skipper can do, the Highveld Sprogs should be very thankful they were not given a run for their money by the crack sailors from Zeekoevlei!

The Sprog Highveld Championship is the brain-child of the husband-and-wife team, Paddy and Phyl Pearce, who not only sail extremely ably, but also run a very efficient Sprog Association. They took the initiative in starting the annual event last year (they were even given the supreme compliment last month by being asked by the F.D.s if they did not mind the F.D. event copying the name after the Sprog week-end) and were the prime movers again this year.

Louis Herridge, the 16-year-old schoolboy-sailor from Zululand Yacht Club, Natal, and his brother David, showed all the skill and intelligent tactics which made them national Dabchick champions two years ago. They sailed superbly in the heavy conditions. It seems that if the two

can have enough practise in Natal before next January, they might easily take the honours from the Cape.

Cedric Manson, of Victoria Lake Club, Germiston, was unlucky not to win at least two races. He was extremely close to Herridge and frequently passed him on the beat. However, Herridge was superb off the wind and on a reach appeared to overtake Manson to weather or to lee without trouble.

Manson was second overall with John McKay third and Keith Harris fourth.

The annual meeting of the South African Federation of Aquatic Sports was held last month. Most of the discussion was devoted to the acceptance of the newly-formed S.A. Federation of Motorboat Clubs. This Federation's application was finally accepted with John Lowmass, secretary of the S.A. Power Boat Association, being its delegate.

With the entry of the motorboat clubs into the Federation, the S.A.F.A.S. is now mouthpiece of every South African aquatic sport.

The draft regulations for the control of the Republic's waterways were accepted with minor alterations. The accepted version will now be placed before the Department of Water Affairs.

Some of the pioneers of South African yachting have found that starting a yacht club is not easy. One of the infants among Transvaal clubs is Murray Park Y.C. from Springs. This small body is blessed with dynamic members and in less than 18 months they have gathered about 40 enthusiastic racing boats and more than 100 followers. Their drive to establish a permanent club is borne out by the sturdy bridge the members have built during the off season.

They have persuaded their City Council to extend the premises and now they are scouting round for money to build a clubhouse and boat park.

If anyone is misguided enough to think yachting has no future inland, they need only watch the way in which Murray Park has developed.

The proudest possessions of the club are three beautifully cast cannons capable of firing 12 bore or 45 revolver blanks. (They were constructed from plans originally published in *S.A. Yachting* and designed by the editor.)

During that wild Azalea Regatta at Midmar Dam—Finns battling it out at the mark: 218, Robin Harris; 181, John Howard; 317, Ernest Morrison; 163, Dick Halliburton and 267, Berry Smith.
Photo: Bianca Lavies

AZALEA REGATTA

MIDMAR Dam this year had its largest Azalea Regatta, with 116 entries. The event was particularly important as this regatta counted for the Natal Sharpie Championships, which had not been held in Durban during Easter as there were not enough entries.

The Sharpies were well supported this time with 21 entries consisting of nine locals, two from the Glendee Yacht Club, three from the Boskop Yacht Club, two from the East Rand Yacht Club and five from the Flamingo Yacht Club.

There were also six 505s, 12 Fireballs, 20 Sprogs, 15 Enterprises, nine Dabchicks, one Graduate, one O.K., one Andy, eight Flying Dutchmen, 13 Finns and nine Spearheads.

The Fireball Class had visitors from far afield. All the way from the East London Yacht Club came B. Lipka who had completed his *Flutterby* in seven weeks and launched her just before the start of the first Azalea race. There were two boats from the Queenstown Yacht Club: *Finnegan's Wake* skippered by A. Tomlinson and Colin and Louise Edward's *Conway*.

Colin Edwards had brought up both the Queenstown boats.

From Klerksdorp there was M. Tarboton in the Sprogs; from the Flamingo Yacht Club B. Antel; from the Florida Yacht Club J. Waddington in the Enterprises. Other skippers in the fleet were from Durban, the Glendee Yacht Club and the Zululand Yacht Club as well as a number of locals.

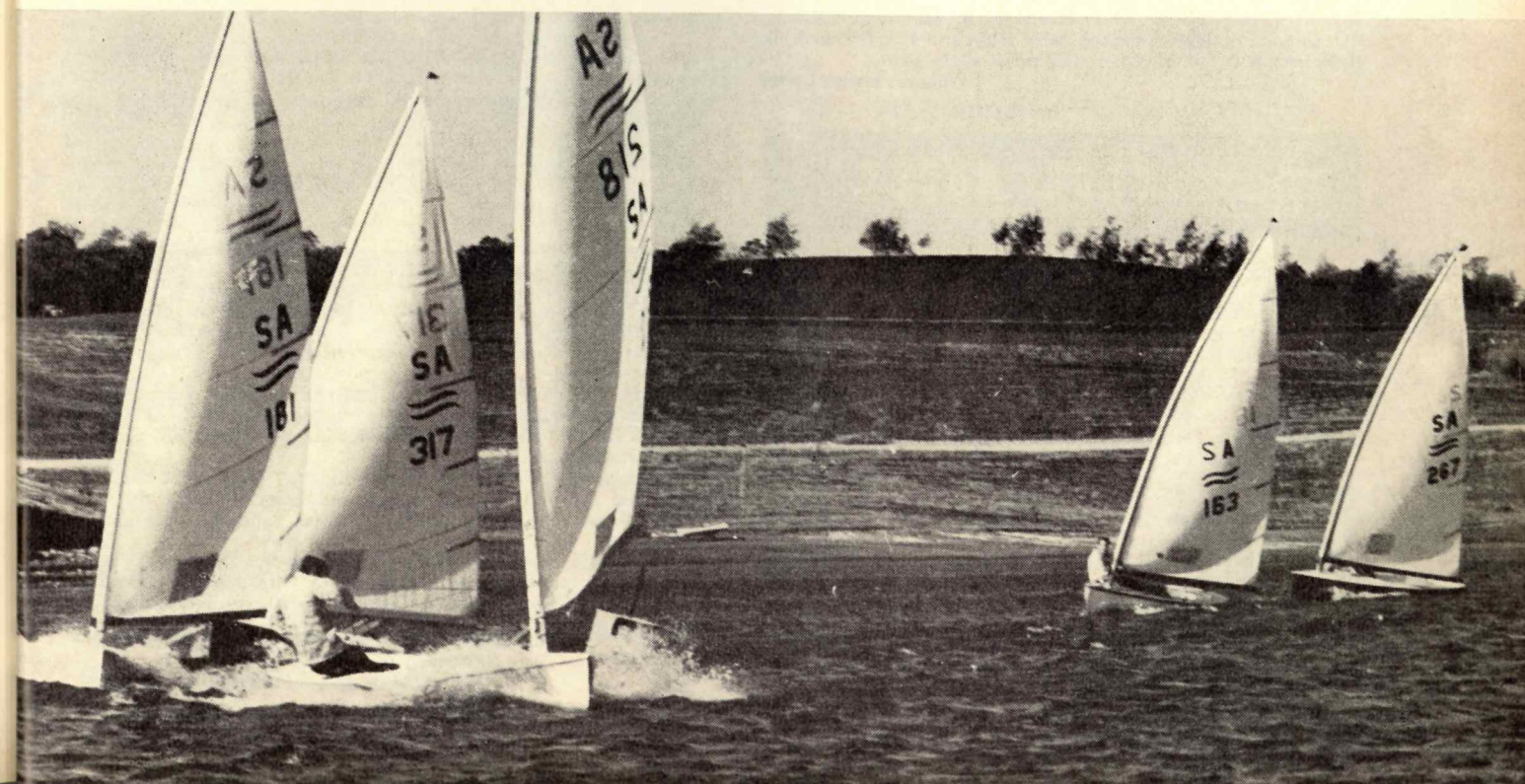
It was a regatta that none of the competitors, organisers, rescue craft operators (or any spectator for that matter) will soon forget. It was surprising there had been no casualties, and more than ever one realised the necessity of wearing lifejackets on that vast stretch of water where the wind comes up so suddenly.

The regatta was to consist of a series of three races, one on Saturday afternoon, one on Sunday afternoon and one on Monday morning. In addition there was an "all-in" race on Sunday morning for the Azalea Cup.

A stiff easterly wind blew at the start of the first race on Saturday afternoon. Before the race began there were a large number of capsizes and three Spearheads broke their masts.

Clouds built up in the north and when the first class had completed one round, suddenly the wind hit from a different direction. In minutes the dam built up to an angry mass of waves. Yachts went over left, right and centre and

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ALL AT FULL-STRETCH: 1132, Flamingo, R. Sampson, H.M.Y.C.; C11, Impala, D. Davy, Flamingo Yacht Club; and 420, Thunderball, G. Mallett, H.M.Y.C. have a sizzling tussle at the buoy.

Photo: Bianca Lavies

more CLUB NOTES

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even the rescue launches had difficulty.

A 505 broke its mast, a Finn broke its mast, Barry Smith of Durban broke his rudder, to mention only a few.

Two of the Proctor masts of the Fireballs bent. John Sampson was swimming for two hours in the cold water awaiting rescue.

None of the Dabchicks finished. Mark and Derrek Morrison, who had been leading the fleet, were swept up the dam. Bob Nuttall went after them in his speedboat and took Mark ashore; Derrek refused to leave his boat—"Dad has just painted it"—and stayed on board till Bob Nuttall came back later.

Steve Elliott of the East Rand Yacht Club was leading the Sharpies when the squall hit. He was in the water for nearly an hour after capsizing.

V. Kennedy of the Boskop Yacht Club, skipper of the Sharpie *Rapier*, got left behind when his boat went over on its side and threw him out. Pulled along by the wind

catching her spinnaker the craft with the rest of the crew on board carried on. Kennedy, far away from his craft, spent nearly an hour in the icy water till another yacht rescued him.

Only one Sharpie managed to finish. It was *Impala*, skippered by D. Davy of the Flamingo Yacht Club.

None of the Spearheads finished. In the Fireballs J. Mullett of the H.M.Y.C. was the only one who managed to complete the race. A skipper with extremely bad luck was Ernest Morrison in the Finns. Nearly 500 yards in the lead, he could not find the last mark till the next two boats rounded it. John Howard became the winner, with Johan Louter second and Ernest Morrison third.

Rob Harris, E. Stephens and Dick Halliburton were others who managed to finish in that class.

In the Sprogs the only boats that finished were Brian Vickers and Reg Beavitt. Unfortunately they had sailed the wrong course, so no one won that race.

Three of the 11 Enterprises finished. *Escudo*, skippered by David Alexander, was three minutes ahead of *Eliza*, Ralph Baker, across the finishing line. Third was Gavin McFarlane in *Warp*.

Four of the Flying Dutchmen finished with John Sully first, the Snowball twins second and Mick Butcher third. They sailed the wrong course, however, and the race did not count.

The Henley-Midmar Yacht Club, hosts for the event, did a splendid job warming everyone up with tea, soup and stronger drinks and that evening there was a sociable braai-veils at the clubhouse.

(Continued on page 58)

more CLUB NOTES

(Continued from page 56)

It rained all through the night and while yachtsmen rigged their boats the next morning there was a fog which cleared when, in an icy drizzle, the large fleet started their all-in race for the Azalea Cup. G. Thorburn of the Flamingo Yacht Club in the Sharpie *Kingklip* won this cup, with Graham Snowball in his Flying Dutchman *Gemini* of the Zwartkops Yacht Club second and Mick Butcher of the Royal Natal Yacht Club in *Aurora* third.

The wind had increased after lunch and the yachts were moving well at the start. But before most classes had completed one round the wind hit again and this time even harder than the previous day. There were enormous waves within minutes.

Yachts went over all over the dam and the flag to abandon the race was hoisted from the judges' box. Two of the larger rescue craft filled and sank.

Flying Dutchman *Hakahana*, skippered by J. Watson of the Transvaal Yacht Club, was screaming along on the reach when she dug in her bow and pitchpoled, throwing out her crew as she went over, standing for a split second on her mast.

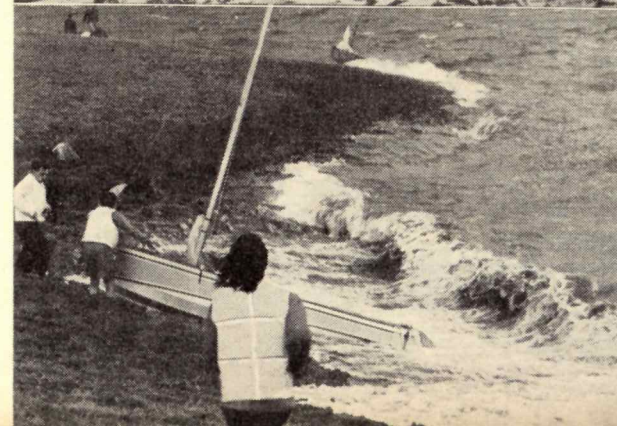
Mike Low and his crew Michael Smith capsized in their Fireball. Michael Smith was taken ashore in a bad state, suffering from cold and shock. Mike Low sat on his centre-board for nearly 1½ hours.

A Spearhead recently bought by the University of Natal Maritzburg Yacht Club, skippered by Tom Tomson and Rob Tait, capsized, washed on to the dam wall and was badly damaged. They, too, spent a considerable time in the water. Tom Tomson was in a bad state with cramp hours later and Rob Tait was taken to hospital that evening suffering from exposure.

These are only some of the hard-luck stories. Many of

WILD MIDMAR WEATHER: Pounding waves on the dam wall did this to the Spearhead of the University of Natal, Maritzburg, Sailing Club. She was a recent addition to their fleet.

Yachtsmen battling to rescue craft from the angry waves ready to pound them to pieces on the shore. Photos: Bianca Lavies



the boats were left on the other side of the dam. Rescue workers were still pulling in boats at sunset. Thank goodness the next day brought sun and a pleasant sailing breeze.

There were many visitors watching the final race. The contestants for the Azalea queen festival turned up in full glory. They were given rides in a speedboat with the men ashore almost fighting for the privilege of carrying the beauties on board and back.

The regatta organisers still had their hands full sorting out bits of clothing and parts of boats and equipment. All morning the loudspeaker announced lost property and property found.

The contest (with one race cancelled) was now to count over two instead of over three races. For the Sprogs, Flying Dutchmen, 505s and Spearheads, who had no winner in the first race, this was the only race to count.

The gale damage had thinned out the fleet and there was a stiff breeze at the start.

John Sully led the Flying Dutchmen from start to finish and won with a large margin from the Snowball twins of the Zwartkops Yacht Club.

In the Sharpies, Steve Elliott of the East Rand Yacht Club had a close race with R. Emden of the same club. Emden got the gun with Steve Elliott second and V. Kennedy of the Boskop Yacht Club third.

Overall winner of the series and thus of the Natal Sharpie Championship was D. Davy of the Flamingo Yacht Club.

Flamingo, skippered by R. Sampson of the Henley-Midmar Yacht Club, won the Fireballs followed by A. Tomlinson of the Queenstown Yacht Club and G. Mallett of the Henley-Midmar Yacht Club. Mallett's third, with a win in the first race, gave him the championship.

Winners in the other classes were:

DABCHICKS: 1. Delfin (D. Morrison) P.Y.C.; 2. Dunno (B. Nuttall) P.Y.C.; 3. Driblish (G. Schwegman) G.Y.C.

FINNS: 1. Fame (J. Howard) P.Y.C.; 2. Fox (J. Louter) P.Y.C.; 3. Friendship (E. Morrison) R.N.Y.C. **SPROGS:** 1. Sea Fever (R. Beavitt) G.Y.C.; 2. Stupid (N. Korving) I.S.C.; 3. Shampoo (J. Goldsmith) P.Y.C.

ENTERPRISES: 1. Escudo (D. Alexander) P.Y.C.; 2. Eliza (R. Baker) P.Y.C.; 3. Weft (G. Lawson) P.Y.C.

SHARPIES: 1. Impala (H. Davis) Flamingo Yacht Club; 2. Outlaw (R. Emden) E.R.Y.C.; 3. Lance (I. Thring).

FIREBALLS: 1. Thunderball (G. Mallett) H.M.Y.C.; 2. Flamingo (R. Sampson) H.M.Y.C.; 3. Finnegan's Wake (A. Tomlinson) Q.Y.C.

SPEARHEADS: 1. Nyala (D. Denley) P.Y.C.; 2. Insizwa (J. Boulanger) F.Y.C.; 3. Tantivy (A. Eggling) P.Y.C.

FLYING DUTCHMAN: 1. Arete (J. Sully) R.N.Y.C.; 2. Gemini (G. Snowball) Zwartkops Y.C.; 3. Aurora (M. Butcher) R.N.Y.C.

505s: 1. Feefi (M. Dobeys) H.M.Y.C.; 2. Shesha (E. Jones) P.Y.C.; 3. Gaylyn (L. Bray) H.M.Y.C.

A pleasant sociable lunch, followed by the prize-giving, ended another regatta for which thanks should go out to all those running the event: Gee Bompas, Rothmans the helpers in the kitchen, the regatta secretary Mrs. Joyce Boatwright, her assistant Mrs. John Sampson, and last but not least the team on the bridge, run by the Natal bridge officers association who were: Malcolm Gibbs, Terry Chiazari, Bert Taylor, Bill Cranco, Sam Lange and Tom Battye.

DURBAN DOINGS . . . By Bianca Lavies

THE Natal Yachting Association had started their own fund to help S.A.Y.R.A. in sending Natal yachtsmen overseas to represent South Africa and to enable such a competitor to spend extra time sailing in other regattas.

This month R777 was transmitted to the S.A.Y.R.A. overseas fund, being the amount of Olympic contributions of Natal clubs held in trust by N.Y.A. since it became apparent that South Africa would be excluded from the Olympic Games.

The N.Y.A., which is composed of full membership clubs, affiliated member clubs and individual members, is making a strong appeal for individual membership. This has increased from 12 to 177 in the past two months.

Since the streamlining of the S.A.Y.R.A. council the

Association particularly realises the importance of being well supported.

Planning the new season.

The Point Yacht Club will in the coming racing season have two sets of points series on scratch, which also will count on handicap.

The Royal Natal Yacht Club will have one series on points (on scratch) consisting of eight races, with seven to count.

Following their previous success, the R.N.Y.C. will continue to have class week-ends: Sprog Week-end, November 19-20; Finn Week-end, December 17-18; Enterprise Week-end, February 11-12 and Flying Dutchman Week-end April 8-9.

The R.N.Y.C. will be host club this year for the Easter Regatta to be held March 24-27.

The Point Yacht Club's racing season will stop on April 30, but the R.N.Y.C. plans to continue with handicap class racing and all-ins during May.

Prizegiving and Plans . . .

MRS. LESLIE DICKINSON, wife of Durban's Port Captain, presented the trophies at the annual offshore prize-giving at the Royal Natal Yacht Club. Most successful skipper was George Stuart, of *Carina*, who was presented with the Urban Campbell Cup. He was placed second in both the summer and winter series.

The summer offshore series was won on handicap by *Ingwe*, skippered by Gerry van Weers, *Carina* was second and *Skyline* (George Proctor) was third.

Thekwini, skippered by the Commodore of the R.N.Y.C. Gordon Neill, was the winner of the offshore winter series with *Carina* second and *Ingwe* third.

In the 30 Squares *Sunrose*, skippered by David Cox, won the series with *Mariquita* (Wilfrid Hancock) second and *Hjalmaren* (Hamish Campbell) third.

The Salt Rock overnight race in February was won by *Woodrose* with *Leonotis* second.

The Blue Water Trophy for the long race in July was won by *Anuanua*. *Skyline* and *Leonotis* were second and third.

After the prize-giving there was a buffet supper and music by Dennis van Rooyen.

The offshore yachting committee have made their plans for the coming season. There will be two series. The first will consist of six races every Sunday from November 6 till December 11. Weather permitting, a new triangular course will be used for this instead of the customary Virginia Airport route and back.

The second series will be sailed every Sunday from February 19 until just before the Lipton Cup. This series will be mainly for the 30 Squares, although the others will be taking part.

In February there will be an overnight race, probably to Salt Rock and back.

There will be an overnight cruise in March to the vicinity of Umhloti in the north and the Cooper lighthouse in the south.

Bluff Yacht Club . . .

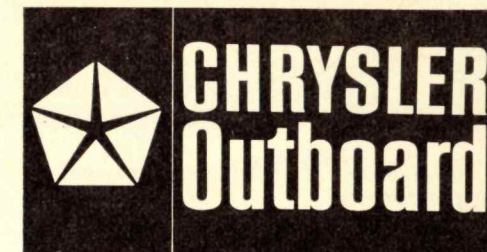
JOE LEWIS, one of the few remaining foundation members of the Bluff Yacht Club, was elected Commodore at the annual meeting in the new clubhouse.

Mr. Lewis has served on the committee for many years, and was rear-Commodore in 1963-64 and Vice-Commodore in 1965-66.

The flag officers, office bearers and committee elected for 1966-67 are: Commodore, Mr. Joe Lewis; Vice-Commodore, Dr. Andy Cohen; Rear-Commodore, Mr. Lionel Nicholas; Secretary, Mr. Maurice Bailey; Treasurer, Mrs. Margaret Bailey. Committee members: Mr. L. Barber, Mr. D. Baxter, Mr. H. Brennan, Mr. B. Holder, Mr. S. Reynolds, Mr. D. Staats.

The new commodore remarked in his speech that there was renewed spirit in the club, and that with the good working committee big things could be expected in the year ahead.

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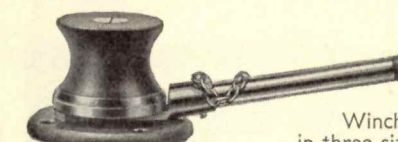


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