



CLASS NEWS

TOP: Part of the fleet of 60 Dabchicks which took part in the annual inter-schools regatta at Zeekoevlei, seen here just after the start.

RIGHT, TOP TO BOTTOM:

The yard was gaily thronged with boats and people before the racing began.

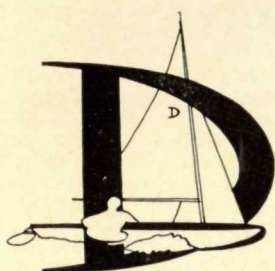
The winning team receives trophies from Mr. A. Lorie, headmaster of Wynberg Boys' Junior School. L. to R., Kevin Sterling, Peter Hall and Kenneth Hall of Paarl.

Jack Köper, designer of the Dabchick, chats to Mrs. J. Broadbent of Wynberg and Mrs. G. Johnson of Constantia, both of whom had daughters racing.

The Herschel Girl team: L. to R. Lindsay White, 'Pip' Broadbent and Perry-Anne Johnson.

Photos: Stewart Colman

DABCHICK—Hon. Sec.: Jack Köper, 43 Byeway, Pine-lands, Cape.



A RECORD ENTRY of 60 Dabchicks appeared on the water for the annual inter-school races on October 22 at Zeekoevlei.

Dabchicks from as far as Paarl and Worcester arrived, loaded on trailers, car-roofs and lorries, to take part in this popular event. For almost a fortnight the wind had been howling over the vlel, but kindly abated for just one single day.

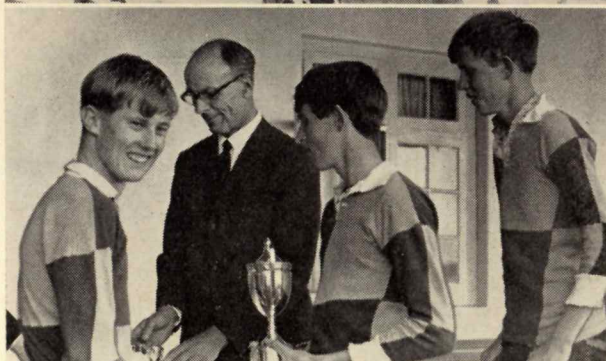
The light winds were just right for the many young people and prevented capsizes and broken masts.

The Junior Committee, under the able leadership of Willy Combrink, had been working hard all week to make the event a success. Toby Beele printed a large number of Dabchick flags and the entire committee helped with the braai and the film shown in the evening.

This year an all-girls team from Hershel took part. They did not finish with the front bunch, but when their position was announced, a roaring applause was accorded to them.

The race, which is also a gay and colourful spectators' event, started from the island shore. A close fetch to the buoy in front of the clubhouse brought dozens of Dabchicks to the mark at the same time and shouts of "star-

(Continued on page 54)



more CLASS NEWS

(Continued from page 53)

board" and "water" were heard clearly.

Young Stirling from Paarl managed to draw ahead and established a commanding lead. The boats soon divided themselves into three groups. The leaders did not give much away to one another, even when rounding the buoys (where they should have). A series of lectures on rules and tactics seem highly-desirable.

A luffing match near buoy 2 was fine, but to luff away another boat and then go round yourself without giving room to the opposition is just not allowed. However, lack of protest flags settled the matter.

It was gratifying to see so many able young yachtsmen and women. A lot of ground was won and lost on the beats; quite a few were reaching rather than beating to get to the next mark. This proves clearly how much racing differs from just planing up and down. Beating to windward is obviously difficult and requires a lot of practice.

Many of those young people will soon go over into bigger boats and will in a short time become competitors to be reckoned with! Generally boats and sails looked trim and well-looked after, especially the Boland boats.

After the race was over, a lot of calculating went on upstairs to establish the points for each team. The Paarl team (Stirling, and two Hall boys) proved to be the overall winner, with Worcester second and Rondebosch third.

The floating trophy, a handsome cup, and miniatures were presented by the headmaster of the Wynberg School (last year's winner) and Stirling, as first boat in, received a special prize. Mr. Lorie showed great interest in the event and realised that yachting is a healthy, clean and energetic sport.

The first team had their "usual" christening with flour, eggs and water and then were unceremoniously thrown into the drink.

The braai afterwards attracted a good number of people and the film "Close to the Wind" again proved to be a very well made one in which, much to the delight of the audience, the Dabchicks were well represented.

Jack Köper.

SPEARHEAD-GOODRICKE—Hon. Sec.: R. Horn, P.O. Box 7787, Johannesburg.



WE HAVE JUST COMPLETED the transfer of ownership of a Spearhead!

There is nothing special about transferring the ownership of Spearheads; it happens all the time these days. But the reason for mentioning this particular boat is that it is owned and sailed by an all-girl crew. Girls are becoming a regular part of the sailing fleet. The boat's name was *Hi-Fi*, and it comes from Z.V.Y.C. Its name has been changed to *Plopsy*—here is why! Jean Russell and Sue Baxter, two dapper maidens, are the proud sailors of their

Spearhead. No matter what the conditions, Spearheaders at the vlel have the company of "Flopsy" and "Mopsy" in *Plopsy*, as they are all affectionately known, each week-end.

But they are not the only intrepid girl mariners we have got. Constant companion and often crew to Gert Wiebels at F.Y.C. is Molly Phoenix. Jenny Orsmond, Graeme Harrowsmith's fiancée, is just dying to team up with Graeme on the water, too, but does not think she is yet ready to crew properly.) And then there is Sharon Leslie. Sharon has crewed in many a race with Doug Harrowsmith and hardly ever missed a tack. Peggy Horn is always on top form. Every week-end religiously at 2 p.m. on Saturdays and 9 a.m. on Sundays, Peggy can be seen rigging *Trident* with Jim fussing around, getting in the way. Basil and Denise Beavan sail *Simi III* on Durban bay. Denise comes

from a sailing family from way back. Denise and Basil have often shown the fleet the way home.

Lester Smith, an enthusiast of some standing (he used to sail *Presto II*), has joined Halmatic to see to the production of fibreglass Spearheads. This means that we will have a top-line fibreglass boat, technically sound, produced by Spearheaders for Spearheaders. With the growing interest in Spearheads and the growing fibreglass fleet, having people with the right knowledge around is essential. Lester will be at the National to meet the boys again.

Have you entered for the National yet?

- Remember that this is going to be our greatest regatta yet. A full seven days of racing, yarning and good fun. . . .

- This regatta will be the first in the series of selection regattas for our representative to Anzio. . . .

- S.A.Y.R.A. have arranged the regatta to coincide with neap tides so that the local boys will not have any "local knowledge" advantages to help them win the race. . . .

- The dates are January 7 to 14—be sure to be there.

FINN ASSOCIATION—Hon. Sec.: D. N. Stuart, P.O. Box 809, Johannesburg.

Part III "SAILING A FINN TO WEATHER"—by Pete Barrett.

Setting the Sail



Essentially, one sets the boom on the deck, then rakes the mast forward, bending it, until the sail has an even curve. Of course, in practice, it is necessary to set the mast rake, then sheet in until the boom hits the deck and observe the sail, then correct the mast rake and observe again . . . and so on, until the sail looks correct with the boom on the deck. (If the wind is light and you expect it to come up you may set the mast for correct sail shape with the boom 2-4 in. off the deck, so you will have additional mast bend in reserve if the wind comes up.)

Now what do I mean by "correct" and "even curve"? The sail should curve evenly from mast to leach, with the maximum draught between 40 per cent and 60 per cent of the way back. The draught should be to the same proportion all the way from boom to head. Most Finn sails are too flat at the top, and too full in the bottom third. Your sail should not luff first in any one area, in medium wind, but should begin to shiver over a substantial portion of the luff at one time. When viewed from behind while sailing, the leach should be generally parallel to the boat's centre-line; from necessity, the lower part of the leach will point slightly to windward.

The sail should not be too full. In all conditions except light air and a left-over sea, a flatter sail (not too flat, of course) will out-perform a fuller sail to weather. An excellent analogy invoked by Bud Melges is this . . . the fuller sail is like second gear in a car. When you need extra power, fine . . . but in normal driving you need to go into third gear to get "cranked up" and moving. The flatter sail is high gear . . . once you have accelerated after a tack, it will point higher and go faster. It requires more feeling and sensitivity on the part of the helmsman, especially in conditions where you have to "shift down" frequently . . . dead spots, waves, tacking duels, etc.

Now, when you do have to downshift in a Finn, you do it easing the mainsheet, allowing the mast to straighten and feed more draft to the sail. This extra draft will tend to be too far forward, so you will have to concurrently ease the downhaul. The largest part of setting a well-designed sail properly is intelligent use of the downhaul. You should apply just enough tension to remove (a) small horizontal wrinkles running back from the luff, and (b) large distortion wrinkles fanning out from the clew to the centre third of the mast. The small wrinkles come from tension built into the boltrope to provide draft when the downhaul is eased off the wind. The large distortion wrinkles appear because of loading from clew to mast, and

(Continued on page 57)

more CLASS NEWS

(Continued from page 54)

a cloth which is too firm to stretch enough to relieve this loading. If the sail material is too stiff (the terms stiff and soft cover a great many cloth characteristics which the competent sailmaker must determine for every batch of cloth if he wants to make consistently good sails), the distortion wrinkles will not be removed by maximum possible downhaul. If the cloth is too soft, the sail will be tight-leached in fresh winds.

Thus on a day when the wind is up and down, you will find yourself continuously trimming both mainsheet and downhaul, while easing back and forth to keep proper heel angle.

Traveller Location

Do not look at the position of the traveller slide. Do look at the position of the black band on the boom relative to the edge of the deck (rub rail). For a normal sail, the black band will vary from 2 in. outside the rail in fresh winds to 4 in. inside in medium wind and flat sea. A fuller sail will require wider settings, and a flatter sail may be trimmed closer to the centreline without stalling.

The black band should not be eased out beyond the rail until you can no longer hold the boat down. Then it should be eased enough, and only enough, to allow you to keep the boat moving. A larger skipper can keep the band inside the rail considerably longer than a lighter man, other things being equal.

Heel

The Finn must be sailed *flat* (0 degree to 3 degrees). No one I know, including myself, sails it consistently flat enough. Only heel in light air when the waves are making it impossible to keep the sail full, and then only enough to make the sail resist shaking with the waves. In light air when you are sitting on deck but not hiking, and there is a chop, keep it flat . . . it may feel awkward, but it will go fast!

Trim

Weight forward in a chop. The hiking straps should have their forward end well under or just in front of the thwart. European skippers must not go along with this, because Elvström and HVM boats have their straps 1½ ft. too far aft.

TEMPO ASSOCIATION—Hon. Sec.: J. E. D. White, "Pandora," Bond St., Muizenberg North, C.P.

TOUR REGISTRATION and issuing of measurement certificates has now been taken over by S.A.Y.R.A. The necessary forms are obtainable from us. We find to our disgust that of over 90 registered boats, only 50 have been measured. All the unmeasured ones are not in a position to race, and therefore not much ornament to the class. We issue a final plea to owners of the older Tempos to let us have their completed measurement forms, even if their boats are not 100 per cent accurate. From now on you will have to pay an additional charge of R2 to S.A.Y.R.A. for registration and issuing of a measurement certificate, unless you are an individual member of S.A.Y.R.A. The fee to the measurer is fixed at R5.

There is a considerable demand for secondhand Tempos at the moment. We should be grateful for news of any Tempos for sale, and for information as to what condition they are in. Weight of the hull is quite an important factor, as also is possession of a measurement certificate.

At Zeekoevlei one sees the most unexpected people tearing around in Tempos these days. One blustery Sunday recently the Bongers brothers took out Graham Ross's *Temper*, and proceeded to dog the transom of the leading

Flying Dutchman, until they took the wrong course . . . Even so they finished third or fourth over the line, with the next Tempo barely in sight behind them, and the Sharpies and Spearheads a long way behind. However, the following week-end each brother skippered a Tempo, and both were trounced by the more seasoned Tempo skippers, so honours are about even!

By the time you read this, the National will only be a few weeks away. Remember that late entries will be accepted up until December 17. Our Durban branch is organising a Tempo get-together during the week of the National, and we look forward to seeing all the local Tempopites as well as the competitors there.

Graham Ross, with Joe White crewing, in *Tanta-Liza* (T171) at Hermanus in a blow. Note the unbraced F.D. section mast and bendy boom.



FLYING DUTCHMAN ASSOCIATION—Hon. Sec.: Ian Beynon, B501 Devonshire Hill, Grotto Road, Rondebosch, Cape.



IT IS GRATIFYING TO KNOW that the F.D. Association of South Africa is being represented at an executive meeting of the International F.D. Association in Holland by our commodore, Don Ord.

Don also spent the day with John Oakeley, the present British F.D. champion, and a week-end with Keith Musto and Tony Morgan at Thorpe Bay where they are practising hard for their visit to South Africa. The weather was cold, wet and miserable—it will be quite a contrast to spend some time in South Africa in January!

They arrive in Cape Town direct from Britain at 10.15 a.m. on Thursday, January 19, and depart for Durban at 8 o'clock on Saturday 21. The W.P. branch of our Association is arranging for them to meet as many of the local F.D. owners as possible and a cocktail party on Thursday evening will serve that purpose. Friday could be devoted to sailing at Zeekoevlei followed by a talk on sail tuning and race tactics, to which all yachtsmen would be welcome. A braaivleis at the club would be a pleasant way to spend the evening.

On their arrival in Durban, they will have a day and a half to rig their boat, which John Sully and the Natal branch will have put in readiness for them.

As the plans stand at the moment, they leave Durban on January 30 at 5.20 p.m. for England via Johannesburg. On the face of it, those owners living on the Reef, who are noted for both their enthusiasm and hospitality, will

(Continued on page 58)

more CLASS NEWS

(Continued from page 57)

not have an opportunity of meeting our visitors unless they attend the National Regatta. The writing is on the wall!

The F.D. Dinner at the National Regatta will be held at the Royal Natal Yacht Club on Tuesday, January 24. It ought to be a jovial affair made even more attractive by the fact that Musto and Morgan will be there and will both talk to diners.

Our class is now 15 years old. What has happened to the original boats in South Africa and their erstwhile keen owners? No names, no pack drill, but I have recently spent considerable time and effort tracing owners who have left for parts unknown without notifying the Hon. Secretary of their Association, and worse still, have dumped their boats in some odd corner to crack and rot in the sun.

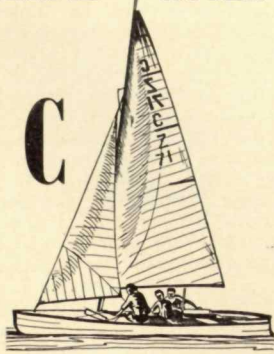
I should be grateful to these owners if they would kindly inform me of their intention to give up sailing, as I would be only too happy to find some enthusiastic young men, a troop of Boy Scouts or a woodwork master, whose pupils would restore the boat to its pristine condition. An outstanding exception to this sad state of affairs, is the example set by Dr. Cohn of Hermanus. He owns and meticulously maintains *Hawk* F.D. 53, which is one of the two prototypes of the class built in Holland. These two Flying Dutchmen were responsible for the class being awarded international status in competition with class boats from countries both in North America and Europe.

The example set by the Crank Handle Club and the Veteran Car Owners' Association, whose vehicles are so scrupulously maintained, could very well be adopted by those owners of F.D.s which are no longer in their early youth. Races could be organised for them and jib-furlers and roller-bearing mainsheet tracks would be barred as not in keeping with their veteran status. There is too much nonsense talked anyway on the necessity of fitting such expensive "gilhikkies", which though of undeniable advantage to a topclass helmsmen are not major factors of his success. This has often been demonstrated by skilled helmsmen in supposedly outdated boats.

It is the man behind the gun, the "expert" with the simple box-camera, who brings home the bacon and whose pictures are hung in photographic salons. With this thought in mind, I would suggest to the prospective owner, drooling at the sight of all the expensive hardware, that rather than surrender his ambition of owning an F.D., he fits only those basic requirements which his skill justifies.

SHARPIE ASSOCIATION—Hon. Sec.: C. H. Kruger, c/o P.O. Box 128, Eerstemyn, O.F.S.

SHARPIE NOTES:



DURING THE PAST MONTH I have received several letters of good wishes and encouragement to the new office bearers. Several past members whose names seem to have disappeared off our records have also re-acquainted themselves with the association and the way things are going is most encouraging and heartening. As things are at present I can safely say that except for one or two items to be ironed out, e.g. measurement forms to be revised and brought into line

with the latest ideas, everything is in good standing and all the records are being brought up to date.

One instance of encouraging news comes from Mr. R. W. Crow of the T.Y.C. who is to be congratulated on being Junior representative on the committee at T.Y.C. and who was also voted class captain of the "blossoming"

Sharpie fleet.

He reports as follows: "Last season our Sharpie fleet at T.Y.C. dwindled, and what was left sailed so irregularly that with our low water and one thing and another the class was dead. Lo and behold as from this Easter we found new blood infiltrating, thanks to the efforts of some of the stalwarts, Cees Arnold and others. There was a sudden resurrection; all our old boats which had been lying around for three or four seasons or more changed hands and now we have a fleet of 12. Seven of these will be sailing regularly for the remainder of this season, with the hope of more to come."

Like a lot of other correspondents he makes mention of the fact that it is so pleasing to see the usual Sharpie write-up once again appearing in the magazine and to know how things are progressing in other parts of the country. He ends off by saying: "I am sure my fellow skippers at T.Y.C. would join me in saying thank-you for carrying on the good work, as we feel that it is imperative that we have a central organisation of some sort, and that the Sharpie records be kept up to date."

Recent new members to the Sharpie Association are a Sharpie Yachting Fraternity of the University of Natal (Pietermaritzburg) whose secretary/treasurer is Diana Bircher; J. Parkin of the E.R.Y.C.; P. J. Hansen from Luanshya in Zambia, and Messrs. Denis Davy, Gordon Knell, Dave Deacon and Arthur Fisher all of the Flamingo Yacht Club at Welkom. To all of these we extend a very warm welcome.

As several members intend "plying" their "old" Sharpies I think it is appropriate at this stage to report on this aspect concerning my Sharpie *Javelin* CY 42, often referred to as the "Chicken Coop". *Javelin* was rescued from a farmer's backyard where the chickens had started using her as a coop some six years ago. She was spruced up, a few internal timbers replaced, and to all intents and purposes resembled a brand-new boat. Like most "old" Sharpies she was too heavy and was essentially a "heavy weather boat", which meant that she put up a fairly good performance in this sort of weather but in the lighter winds and puff hunts was one of the last boats home.

Javelin's age is estimated at approximately 20 years and was, I think, built in Durban—probably for rough sea-going conditions. It was therefore decided to "ply" her and fit her with fore-and-aft built-in buoyancy. She was completely stripped, mounted on a jig, then brought back into shape, a lot of the over-dimensioned timber reduced in size to just above the requirements, and broken timber replaced and/or patched up.

Japanese ply, three sheets of 18 ft. by 4 ft. by $\frac{1}{4}$ ins., were used to complete the job, i.e. bottom, sides, one-piece deck as well as floorboards. This ply is very strong—in fact my impression is that a thinner ply of the same type would be suitable—this is after over one season's sailing, during which period *Javelin* took a terrific hammering in some heavy Free State blows. This ply is certainly considerably lighter than the normal local marine ply used; although it is not as light as the Australian ply. *Javelin* was then completely painted with Epoxy (Hi-chemical resistant) inside and outside, excluding buoyancy tanks which were treated with a timber preservative and then varnished.

The result was a boat that now competes with the best in the club which has a regular fleet of six of the best Sharpies in this country, viz. *King Klip*, *Impala*, *Phoenix*, *Cheetah*, *Kukri* and *Javelin*.

In the recent contest series of four best out of five races which was done in fairly light weather *Javelin* not only won on handicap, but also on scratch, where she managed two firsts, one third and a fourth. (She only sailed in four races.) Since she has been reconditioned she has managed firsts which previously she only managed once in four years. Although a lot of credit for the recent good sailing must go to the enthusiastic crew members Bill Soden and Daantjie Els who are comparative new-comers to sailing, there is no doubt that the main reasons for success is due to the conversion.

Although the bottom and side stringers have been left out I get the impression that comparatively light bottom stringers should be used. *Javelin* now weighs 350 lb. com-

(Continued on page 61)

more CLASS NEWS

(Continued from page 58)

pared with 450 lb. previously, i.e. hull, floorboards, deck and fittings.

The total conversion cost which has made *Javelin* virtually a new boat, as most of the frames, deck stringers, etc., were replaced, amounted to just under R190—this includes *everything*. The ply alone cost R106.

The built-in buoyancy has been a real blessing and has enabled *Javelin* to sail home even when she was "water-logged" in the cockpit—this she could never do previously which meant that she had to rely on the rescue launch.

Before ending I would like to thank those members who were in arrears with their subscription for sending in the overdue amounts. Payments for deliveries of *Yachting* magazines is made by this association and everything possible is done to effect this in good time to ensure continuity.

Lastly, from the other office bearers and myself the Season's Compliments and Greetings as well as good sailing for 1967.

G.P. 14 ASSOCIATION—Hon. Sec.: Mrs. Jean Eyres, P.O. Box 12, East Rand, Tvl., Telephone 25-5707.



HAVING HAD 12 contestants for the Transvaal Championship at Vaal Dam, it was somewhat disappointing to find only five boats at Florida for the small-boat double week-end regatta. Those who did enter were fully rewarded with a generous dose of Florida hospitality, which was greatly appreciated. Having the minimum num-

ber of boats to qualify, the G.P.s sailed as a class but shared the starting line with the Sprog fleet. This made interesting starting in somewhat crowded conditions, and interesting sailing, and the audacity of the bridge staff in adopting this procedure was fully justified by the results which showed that the leading G.P. finished on average second in the Sprog fleet!

Individually the races were all most enjoyable with conditions varying from very puffy weather to a fair breeze and a dead drifter. Competition was keen throughout the fleet and ding-dong battles were evident everywhere. At Florida, the water area being somewhat restricted, very interesting courses are laid utilising the area to its fullest extent, but a little confusing to visitors at first. Once mastered the "map reading" is quite straightforward and adds an extra challenge and an extra chore for the crew who is doubtless to blame if the wrong course is taken. Final results and placings will be found elsewhere in this issue. Russell Palmer sailing *Tamarisk* with a borrowed "fast sails" genoa jib put in some very fine sailing. Was it the jib or was Russell having one of his all too rare spells of good sailing? Whatever the reason Russell sailed well and has now ordered a "fast" Jenny for himself. Jean Eyres was most unfortunate in having five different crews in *Salander* in five races; not conducive to good sailing but despite this handicap Jean sailed well in the series, being the only lady skipper in the class.

Marauder, the Florida-based boat with "Mitch" as skipper was unfortunately put out of the first race of the series when lying in a challenging position. It must be extremely uncomfortable lying in a challenging position, but this seemed to be Mitch's habitual pose throughout the regatta.

Before starting the regatta, Leon Botha attached to his boat *Free-le-Pie*, a mascot presented to him by his wife and son. The mascot is a long-armed anthropoid animal, but the inference is not quite clear, Leon never behaves like that when sailing.

The regatta was won by George Lezard sailing *Iguana*



Part of the GP14 fleet at East Rand Yacht Club.

Photo: Hal Taylor

who mastered the Florida conditions quickly and made sure of success by winning the first three races in succession.

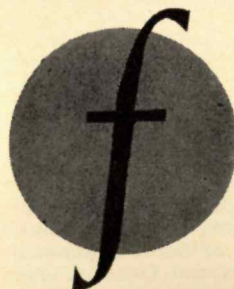
Australian News. In the last edition of the *Carillon*, the quarterly news letter of the Australian G.P. 14 Class Association, the following observations were made regarding the genoa jib.

1. The genoa *must* be fairly flat. A full-cut sail would be a disadvantage.
2. The boat planes much more readily, points higher and comes about faster.
3. Stability is improved, the heeling moment is slower and backwinding of the main appears less.
4. The genoa is an excellent sail for solo sailing.
5. A window is a *must*.

An interesting fact emerged from the Victorian G.P. 14 Championships held at Sorento, and that was the ability of *Sabre*, sailed by Geoff Kohlman, who won the championship, to carry a spinnaker on the reaches with the wind abeam. This was achieved by cocking the pole up high and allowing the head of the spinnaker to curl forward to lift the boat in the desired direction.

Local skippers please experiment and let me know the results before I try.

FIREBALL ASSOCIATION—Hon. Sec.: R. D. Vos, 10 Logan Drive, East London.



DURING THE RECENT RACES held on the Bongolo Dam to celebrate the opening of the new clubhouse of the Queenston Power and Yacht Club, Fireballs dominated the fleet. In all eight Fireballs were racing. W. J. van Rensburg in *Fezele* of Queenstown, the South African Fireball Champion was hard pressed by Tom Batten and Mike Stakemire in *Two Cold Castles* who put up very fine performances, this being their first outing in the boat.

The races were all fleet starts and the Fireballs shared the honours with W. van Rensburg, Tom Batten and Colin Edwards taking a trophy and R. D. Vos and Brian George taking second and a third respectively. Bob Lipka showed a terrific improvement since his last outing at the Azalea Regatta particularly in light conditions where his suit of Köper sails performed well.

Colin and Mary Tomlinson in *Finnegan's Wake* who came third at the Winter Championships started well but

(Continued on page 62)

more CLASS NEWS

(Continued from page 61)

tended to fade away before the finish. Whilst Austin Sayers in *Firecrest*, one of the up and coming new skippers sailing one of the oldest hulls, is a man to be watched.

The association is applying to S.A.Y.R.A. for recognition as a recognised class. The Eastern Province Yacht Racing Association has agreed to recommend the application and it is expected that the South West Africa Association will also recommend as the Fireball is one of the most active classes in South West. Twelve Fireballs are racing at Walvis Bay.

Walley Tilet brought his new hull from Vanderkloof and raced it at Queenstown in November.

Owing to increased farmer commitments Colin Edwards has had to resign from the secretaryship and will take over as President of the Association from Brian George. The new secretary is Rusty Vos of 10, Logan Drive, East London, who will be assisted by Brian George. Rusty has a large office at his disposal and intends to launch an intensive publicity campaign.

It is intended to call an annual general meeting to ratify the changes in the Executive Committee.

Owing to the distances involved and the association being in a formative stage it has not been practicable to hold an annual general meeting until now.

Fireballs racing at the Queenstown regatta.

Photo: Don Kallaway



O.K. CLASS ASSOCIATION—Hon. Sec.: Vic Proctor, 24, Kilkenny Road, Parkview, Johannesburg.

OK

AT LAST WE have the results of the O.K. World Championships, sailed at Veere, Holland, from August 6 to 12. For the second time Göran Andersson of Sweden took first place. Second and

third were B. Arneson of Sweden and Ib Andersen of Denmark.

From an entry of 88 boats the first 23 places went to Sweden, Denmark and Belgium, the first British helmsman coming thirty-fifth. From the reports of the championship it appears that skippers from Sweden and Denmark owe their success to their complete determination to win both individually and as teams. In G. Andersson they have a good mast builder and sailmaker, so that masts were tuned to the weight of individual helmsmen. They sailed in teams, pooling their information and protecting their best helmsmen. The Scandinavians, probably more than anyone else, had put in many months of training and boat preparation for the championship, and were suitably rewarded.

I have often wondered how much effort is put into our own boats in tuning and altering fittings. In an attempt to improve the general standard of racing of our South

African O.K. dinghies we intend to publish a series of articles on O.K. fittings, techniques, etc., from which you O.K. owners may find a few helpful ideas. It will be much appreciated if anyone who recommends a good fitting or tuning method will write to the secretary giving details and sketches so that everyone can benefit from your experience.

Hanging Out

It is of very great importance to hold your O.K. almost level when beating in strong wind if you are to move fast. The two factors most affecting this are:

- (1) mast-sail combination (next month's issue);
- (2) hanging out ability.

Under the latest rules the sheerguard may have maximum size of 35 mm. square measured horizontally and vertically compared to the old rule of 20 mm. horizontally. By widening the sheerguard just along the length of the cockpit to 35 mm. you can sit with more weight over the side.

Make your side decks and carlins comfortable. A knife-edged carlin sticking into the back of your calf does little to add to the enjoyment of sailing. A carlin slanting at an angle of about 60 degrees from the horizontal seems most practical.

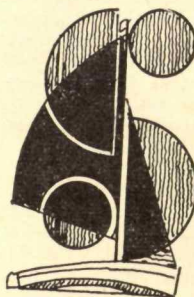
Toestraps should fit you perfectly. Play around with these until you can hang over the side with your knees approximately above the middle of the side decks. The straps should be stiff enough to stand above the floor by themselves or should be held up by an elastic cord so that you need not look down to slip your feet into them.

The tiller extension should be at least 2 ft. 9 in. long, preferably longer, so that it does not restrict the distance to which you can lean, particularly when sitting forward in the cockpit.

The biggest factor, of course, in keeping the boat level is physical fitness. Unless you can keep your weight right over the side for fairly long periods without becoming excessively tired, even the best fittings will not help much; so keep up with that training.

A sad piece of news from Springs is that Ernst Rindfleisch is unable to sail due to knee trouble and has sold his O.K. The O.K. Association wish him a speedy recovery and we hope to see him in a new boat in a few months' time.

SPROG ASSOCIATION—Hon. Sec.: Phyl Pearce, P.O. Box 4914, Johannesburg.



A PROBLEM HAS ARISEN that is probably more applicable to Transvaal yachtsmen than to those in other provinces because of the concentrated number of Transvaal clubs, but there has been a lot of talk among Sprogs there recently about the sailing programme approved by the T.P.S.A. On analysing this it appears that a club which starts its season towards the end of September and ends in early May, has 36 week-ends, available—some who stop later and finish earlier—less. With four taken up by the National and one by the Transvaal Championships, we are left with 31 week-ends. This season 18 of these have been allocated to various Transvaal clubs for regattas of one kind or another leaving just 13 all to themselves. Any club committee that offered racing on 13 out of 36 week-ends in a season would almost certainly be keel-hauled, so as a general rule, official racing goes on every week at all clubs. The tendency to stay at home to compete in the local season's series becomes more and more pronounced and the important experience of competing against a different set of competitors and in different conditions is lost. "I can't go to all of them, so I won't go to any" is becoming a more and more familiar expression.

This has been highlighted by the recent Florida Regatta

(Continued on page 65)

more CLASS NEWS

(Continued from page 62)

where attendance has dropped dramatically from 1964 to 1966 by nearly 40 per cent while the overall number of boats in the province has risen equally dramatically. A further reason for this decline is the recent introduction of a few one-class regattas which have been so much enjoyed and the consequent tendency to reject the mixed-classes regattas.

A plea was made at the last T.P.S.A. meeting for clubs to arrange their regattas to cater for about two classes only but met with very limited success in that one or two clubs said their regattas were mainly for (say) Finns and 505s but that all classes were welcome. It would appear that a club catering for two classes only might well attract a bigger entry than by inviting all classes, and so provide a much more enjoyable week-end with keener competition.

The local Sprogs are saying that apart from the National and Provincial Championships each class should have only two other regattas for their class in a season which would then be well supported. This would also encourage yachtsmen to "paddle in other ponds" and so get useful experience of strange conditions. Over the (all too few) long-week-ends several regattas could be held at different clubs, each catering for different classes, and then the other excuse of "It's too far for just a short week-end" would also be heard less often.

R.C.Y.C. ONE DESIGN—Hon. Sec.: Owen Thomas, P.O. Box 3060, Cape Town.



THE CLASS ASSOCIATION at the request of S.A.Y.R.A. has approved bands on the mast and boom. This is rather unique for ocean racers but will no doubt please Dr. Hamish Campbell.

At the time of writing, we are still negotiating a shipping concession for the Cape boats to attend the National Regatta at Durban in January. Without it there is little likelihood of any

of these boats going.

In Cape Town our newest boat *Aloha*, built by Robert Nelson, has been sold to Ivor Jameson and Basil Lindhorst. We also have a well-founded O.D. for sale. A good buy at R2,900 complete.

The writer's boat *Schatzi* is now back at home moorings. She had a most pleasant sail round the Point from Simonstown to Cape Town. The crew consisted of a new Capetonian from Zambia, Ian McHarg—this type of sailing was rather different from the Dambo at N'dola. He got most excited when we came across an isolated kreef net and pulling it in found seven beauties. We all dined well. Another member of the crew was John Goodwin of Speedwell of Hong Kong fame and also a skipper of *Stormvogel* for a period. He was most impressed with the performance of the O.D. the way she rode the big swells off Cape Point, her responsive and light rudder, and her speed without fuss. "When I build another boat it will certainly be a light displacemet type, possibly an O.D.," were his parting words.

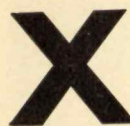
This is the Christmas number, so, the writer wishes you all the best of good cheer over the festive season. Good sailing, fair winds and much joy with your O.D.

To those who are building—a good idea is to offset the back hatch by 3 in. This facilitates the stowage and removal of your outboard motor. It is approved by the Class Association.

Black Soo, the English R.C.O.D., rates for R.O.R.C. purposes at 25-27 ft. Today an English yacht of similar rating would cost near £8,000. Quite a difference to our £2,000. Our Thames measurement rating is 5 tons. Displacement I-57 tons.

Every now and again perfect conditions prevail for a race. This was the recent False Bay Yacht Club all-night sail from Simonstown to Gordon's Bay, then Pringle Bay and back—a distance of approximately 60 miles in full moonlight. Only two O.D.s took part, but they revelled in the 15 to 20 m.p.h. north wind, reaching, running, then close-reaching, and did the course in eleven hours. An exhilarating race.

EXTRA ASSOCIATION—Hon. Sec.: R. C. D. Hutchings, P.O. Box 222, Cape Town.



PLANS AND BUILDING INSTRUCTIONS FOR EXTRA ARE AVAILABLE FROM THE ABOVE AT R4 AND DESCRIPTIVE LITERATURE IS ALSO AVAILABLE (FREE OF CHARGE).

As advised in these notes last month, we are now racing fortnightly and there are two meets to report on.

The first was held at Zeekoevlei on October 29 in sunny weather but the wind was light and variable resulting in rather difficult sailing conditions. There was a fine entry of 12 boats and as usual we held two races. These were scratch events not for the trophy and prizes were awarded to the winners on actual times. The first race was particularly exciting with the first six boats home within two minutes after an hour and a quarter's racing. Peter Forster established a lead after the start and from that position managed to thwart several strong attempts to overtake him, particularly by Graham Greathead.

The final placings were: 1. Peter Forster in *Gijima*; 2. Brian King in *Onyx*; 3. Graham Greathead in *Xsusy*; 4. Mike Gage in *Xtasea*.

The second race was much shorter and skippers exchanged boats while Peter Forster stood down and kindly lent his boat to Roly Hutchings. In this race, too, the finish was very close and an interesting fact was that the first four boats home were in the same order as the first race but with different skippers. This is, of course, in direct contrast to the theory put forward in these notes last month!!

The second meet, this time for the trophy, was again held at Zeekoevlei, on November 5, with a very strong south-easter blowing.

There were ten entries for the first race and one by one boats retired after capsizing or with broken gear, leaving only Nap Lategan and M. Vulliamy to finish in that order.

For the second race there were only four starters and this race was held in slightly more sheltered water but again saw Nap Lategan home first, followed by M. Vulliamy and Mike Gage. On corrected times Nap Lategan received the trophy.

Regrettably there was a most unfortunate incident during the first race when the crew of one of the boats fell overboard and had it not been for the prompt action of one of the other skippers and the very kind assistance of an unknown powerboat skipper, the result could well have been tragic. All sailors are reminded that in the interests of safety, they should wear a life jacket whenever conditions are as rough as they were on that day and unless you are confident that you could swim at least a mile or stay afloat unaided for 40 minutes you should, in fact, wear a life jacket whenever you go sailing. Sailing, pleasant as it is, can be dangerous. The association's thanks go to those who were kind enough to assist.

ANDY OWNERS' ASSOCIATION—Hon. Sec.: Peter Gruner, 6, Langton Road, Mowbray, Cape.



MOST SAILING SEASONS are now in full swing and Andy activity seems to be spreading, although the racing aspect does not seem to grow at the same pace. This can be accounted for by the theory of the time lag. Taking local conditions as an example, the number of Andies changing hands is quite considerable, judging by the number of new members of this association. A good deal of interest is also shown by, as yet, non-members. So by next season I think Andy

(Continued on page 66)

more CLASS NEWS

(Continued from page 65)

racing fleets should have grown considerably.

In this respect, *Kite A 46*, owned by Mr. J. Beele, is up for sale (R240), so if there is a keen racing skipper who is interested, let me hear from him/her.

This is the time of the year for preparing our annual report and sending out the reminders for next year's membership fees. Due to the contributions all class associations have to pay to S.A.Y.R.A., there will have to be a small levy per member to raise this amount.

The A.O.A. wishes all members and supporters a very happy Christmas and the best of sailing in the New Year!

505 CLASS ASSOCIATION—Hon. Sec.: Mrs. J. A. Duffin, P.O. Box 40, Bergvlei, Johannesburg.



OUR VICE-PRESIDENT, Mr. Derek Scorer, has just returned from a visit to Australia during which time he attended a number of races incorporating 505s, and brought back some news of happenings "down under". It would appear that world 505 champion, Jim Hardy, has sold *Black Bottle*, the boat that carried him to international honours in Adelaide last March, to a Sydney restaurateur.

Ripples, set off in the pond of international yacht racing by the world 505 championships, are still bouncing back. They show that the series has brought one world champion out of retirement and sent another into it. We hear that Paul Elvström has said that he enjoyed the racing and the whole atmosphere surrounding the series so much, that he is making a full comeback to international competition.

The champion retiring, for the present at least, is Brian Price, who first won the world 505 championship for Australia in America in 1963. Incidentally, Brian Price was chairman of the organising committee for the Adelaide series besides sailing in it.

Welcome news has been received from the Florida Lake Yacht Club in that they have passed a resolution permitting 505s to sail on their waters. It would appear that within the next month or two there will be two 505s sailing at this venue.

One other item of interest, we believe to all yachtsmen, is the fact that Derek Scorer brought back from Australia with him the official ciné film on the 1966 world 505 championships; this film will soon be available to viewers in this country.

We have also heard that the 505 came out tops in the recent "one of a kind" championships held in England. Unfortunately more news of this event is not available at present, however, as soon as we receive the details we will publish them.

The 505 Class in the Republic of Southern Africa continues its tremendous rate of growth and we confidently expect a minimum of 75 boats to be sailing by the end of this season.

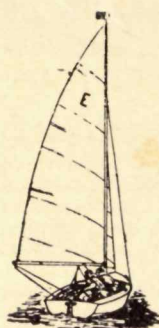
We would greatly appreciate receiving photographs of 505s in action from anybody who may have the opportunity of getting a few good shots.

Plans are well advanced for the "All Africa Championships" to be held at Lourenço Marques during the period July 9 to 15, 1967, and entry forms and regulations will be available shortly.

We would remind all 505 owners that participation in the forthcoming national championships to be held in Durban is a must for anyone wishing to be considered for the South African team to be entered for the world championships at La Baule, France, next year.

At the present time we are more or less assured of some 17 to 20 entries for the nationals in Durban and we would request your fullest support in order that the class may gain national status by the end of this year.

ENTERPRISE—Hon. Sec.: Michael Noyce, P.O. Box 116, Pinetown, Natal.



PLANS FOR THE Enterprise section of the forthcoming South African National Regatta which is to be held in Durban in January next year have now reached an advanced stage and the organisers are confident that the turnout in this class will be the largest gathering yet seen in this country.

Headed by its chairman, Mr. Ken Mackenzie, the National Enterprise Association is organising its side of the regatta in a manner which will not only assist the class towards it gaining its recognised status, but which will be remembered by those taking part for many years to come.

Conservative estimates indicate possible entries at between 50 and 60 of which about 25 will be from the Durban clubs. A large contingent is also expected from the Transvaal.

Enterprise yachtsmen who are experiencing difficulty in obtaining accommodation in Durban during what is the city's busiest holiday season can contact the association in Durban, which will give them every assistance.

Reports received from various clubs having strong Enterprise Classes state that owners will be spending the next few week-ends before the regatta trimming their craft before bringing them to Durban. It is anticipated that a large number of these craft will probably be brought to Durban up to a fortnight before the regatta for this class starts on January 7.

Meanwhile, the association is making a strong bid for the Enterprise to gain its official recognition as a recognised class. I understand that the association is planning to start a campaign to popularise this class in the Cape. A recent survey in the Eastern Cape showed a marked interest among yachtsmen. The association plans to capitalise on this interest and indications are that as soon as the class gains its recognised status, increasing numbers of Enterprises will be seen on Cape waters.

With the yachting season only a few weeks old, the local class in Durban is already providing a strong turnout, and up to 15 are now taking part in the pre-regatta tuning races, which are now being held on Wednesday evenings. As these races start at 5.30 p.m., and many crews have to travel up to 15 miles in heavy traffic from work to the bay, this turnout on Wednesdays is highly encouraging.

It is also a good indication of what can be expected during the crucial week-long event next January.

During the regatta week, a special general meeting of the Enterprise Association is to be held in Durban to discuss the question of starting "Class Weeks". At this meeting, the dates and venues for these events will be arranged.

News from Enterprise owners and crews throughout the country would be welcomed for this column, and should be addressed to the P.R.O. of the National Enterprise Association, P.O. Box 116, Pinetown, Natal.

WINGER ASSOCIATION—Hon. Sec.: R. H. Cordell, 16 Woodlands, Upper Tree Rd., Camps Bay, Cape Town.



FIRST OF ALL, the Winger Owners' Association would like to wish all its members and all members of other associations and yacht clubs throughout Southern Africa, also the Editor and staff of the *S.A. Yachting Magazine*, a very merry Christmas and much happy sailing in the New Year.

Racing at Zandvlei has been taking place regularly during the past few week-ends and events have tended to become more exciting now that the strong south-east wind is with us once more. We commiserated with Ted Pearson (W 35, *Wide Awake*) who had the misfortune to break his mast recently, but we were delighted to see that within a week this had been repaired, and in passing we

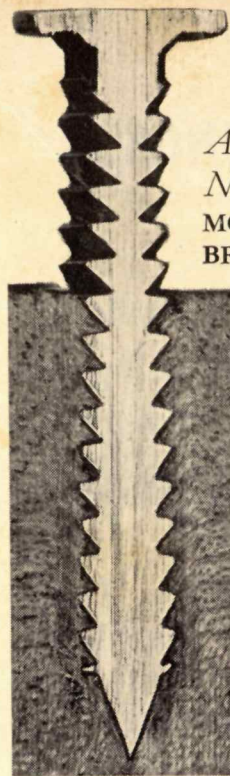
(Continued on page 68)

(Continued from page 66)

must mention that this is one of the best repair jobs that we have ever seen, and for this the credit must go to a local boat builder and repairer, Alfred Banfield. Alfred was also responsible recently for making a new boom for Wes Walters. This is an unusual design for a Winger, inasmuch that the section is round and tapered.

We have had notification from the S.A. Canvas Co's sailmaking department, which as you know is in the hands of Jack Köper, of the following prices for Winger sails in 4.6 oz. terylene. Main and jib: R74. Main: R53. Jib: R23.50. Special genoa jib: R28. These prices include sail bags when full suits or main sails are supplied, also insignia and numerals and jib hanks.

The new genoa jib has now been evaluated and without doubt an all-round improvement has resulted in the Winger's performance and, incidentally, in appearance. To get the best out of this sail it is necessary to step the mast back to the most aft position, and to have the mast perpendicular. The fairleads should be positioned at the aft end of the track. In a strong wind it is essential to have the crew out on trapeze. The sail responds to "playing" by the crew, and using it will certainly give the crew plenty of opportunity to contribute to the boat's performance. The final measurements are 11 ft. 10 in. luff, leech 12 ft. 4 in., foot 8 ft. 0 in. Arrangements will now be made to ratify this genoa jib and members will be circulated in due course. The use of this sail will be entirely optional.



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INDEX TO ADVERTISERS

● Alcan Aluminium of South Africa Ltd.	16
Alkauff Industries (Pty.) Ltd.	68
Aqua Power Units	60
Artistic Embroidery Co.	59
Autolec Ltd.	50
● Bardahl	64
Barnes Boatbuilders	67
Benson & Hedges	33
Buffalo Paints Ltd.	5
● Camping Services (Pty.) Ltd.	14
Cape & Transvaal Printers Ltd.	2
Cape Yacht Construction (Pty.) Ltd.	15
Celastec	8
● Durban Boating Centre	60
● Electrical Construction (Pty.) Ltd.	1
Elvstrom Sails	55
Evirude Outboard Motors	34

● Fibreglass S.A. (Pty.) Ltd.	cover v
Fowkes Bros. (Pty.) Ltd.	39
Frank & Hirsch (Pty.) Ltd.	17
● Gibb Yacht Fittings	67
Gregg Car Co. of South Africa (Pty.) Ltd.	50
● Haig, John	insert
● Imperial Chemical Industries S.A. Ltd.	10
● Johnson Outboard Motors	cover iii
● Kent, Victor (Cape) (Pty.) Ltd.	4
● Lanham-Love's Vaal River Boatyard	43
Lawson's Marine	9
Lexington	18
● McDougall Bros.	63
Main Timbers (Pty.) Ltd.	55
Marine Construction	64
Markhams Outfitters Cape Ltd.	59

Mercer, Bach & Hickson Ltd.	64
Mercury Outboard Motors S.A. Ltd.	3 and cover vi
Midas Chemicals (Pty.) Ltd.	56
Mitchell, D. G. & Co.	55
Mobil Oil Southern Africa (Pty.) Ltd.	35
Munster Simms Engineering Ltd.	49
● Outboard Marine International S.A.	cover ii
● Padlking	56
Petrel Engineers (Pty.) Ltd.	60
Philishave	42
Plascon Paint & Chemical Industries Ltd.	6
Poly-Resin Products Ltd.	cover iv
● Red Heart Rum	12
Rolex, The Watch Co. (S.A.) (Pty.) Ltd.	7
Ropes & Mattings Ltd.	8
● Shave, G. C. Ltd.	14
S.A. Bonded Fibreglass	13, 56 and 67
S.A. Canvas Co. (Pty.) Ltd.	59
Stansfield Ratcliffe & Co. Ltd.	11
● Wilbur Ellis Co.	63

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