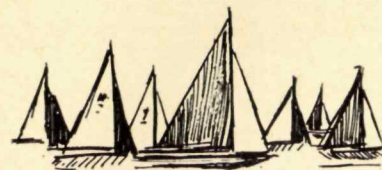


CLUB NOTES

SAILS ON THE HIGHVELD

BY PETER BROWN



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THIS year's Transvaal Provincial Championships were probably the last which will ever be held on the Highveld. Local clubs have been firmly told that provincial championships are becoming too big and that class regattas must take their place.

The warning comes in a statement from the Transvaal Provincial Sailing Association which met within a few days of October's championships to decide the fate of the Highveld's annual sailing jamboree. T.P.S.A. pointed out the enormous difficulties in running such large regattas and asked the clubs to seriously consider an alternative.

The governing body's decision comes after more than a year of debate about the suitability of continuing provincial regattas. Although the possibility of abolishing them has been widely canvassed, no meeting has had the courage to swing the axe.

There was a strong move earlier this year to disband provincial regattas, but when it came to taking a stand delegates decided to retain the championships but to allow classes to hold their own regattas.

Last month's far-reaching decision by the Transvaal body will not meet with unanimous approval of Highveld yachtsmen. Many feel large-scale championships provided an ideal venue for meeting fellow yachtsmen from other classes, and if they are deprived of his opportunity, they are likely to fight it tooth-and-nail.

There will be heated arguments in the Transvaal's clubs, but if the majority take notice of T.P.S.A.'s reason, the motion is likely to be approved at the next annual meeting.

T.P.S.A.'s motion points out that while boat parking facilities and sailing waters at Vaaldam were adequate, "conditions required for championship racing had not really been provided". This was caused by the large entry of 160 yachts, comprising ten classes, making it necessary to run three courses.

The executive says that it would not be possible to make arrangements less elaborate or to reduce the extent of outside help without increasing the Association's financial commitment or running the risk of meeting severe difficulties in regatta organisation.

Although there were more than enough rescue boats at Vaaldam, the rescue teams would have been seriously overtaxed in foul weather. Neither the Association nor individual yacht clubs could provide enough facilities ashore for the number of yachts which enter every year, and that means competitors would not be properly catered for.

"Class regattas held in recent years have been very successful mainly because they do not require extraordinary provision.

"The committee acknowledges the strong feeling among some yachtsmen that regattas at which all classes were present had a special appeal and should not be eliminated.

"The committee agreed to recommend again, most strongly, that in future Provincial Championships should be organised as separate class regattas."

These are fighting words and probably will not have the sympathy of yachtsmen who do not realise the great difficulties which arise in organising such huge regattas.

If the ordinary yachtsmen want to gauge the problems

which present themselves to administrators, they have only to ask the handful of Captetonians who run the Saldanha Bay events, and a equally small number in Natal who are preparing for next year's national regatta. They will get the same story from these people: a great deal of work and very little reward.

One of the features of this year's regatta which has come in for sharp criticism, is the leisurely manner in which races are organised.

There was a tune-up race and four rounds, of which three were to count. The protagonists of extra racing claim a tune-up is unnecessary and that three rounds could have been sailed on the Sunday and two on Monday, making a total of six, of which five were to count.

It is all very well to advocate more races, but some of the people who are agitating for this development should consider bridge officials, who, at Vaaldam, had to stand for hours in the blistering sun.

* * *

THE Florida Small Boat Regatta, for craft under 14 ft., means Enterprise time—and this year the class lived up to its name by entering the largest fleet (16 yachts) and for inducing Hellmut Stauch and Bryan Metcalfe to sail against the best Enterprise sailors on the Highveld.

The annual Florida regatta, which is sailed over two week-ends, is always a lesson in expert bridge administration. This year Sandy Goldie once again demonstrated how a fleet of 65, which is probably 40 more than the lake can comfortably cope with, can be managed by a bridge crew who are well trained in their work.

It is not easy to handle such a conglomeration on the water and to help him were three women members who counted the boats every round and listed their finishing order. At times there were as many as five boats drifting across the line (there was very little wind) and it requires great concentration to fire two finishing guns and clock in the three other boats.

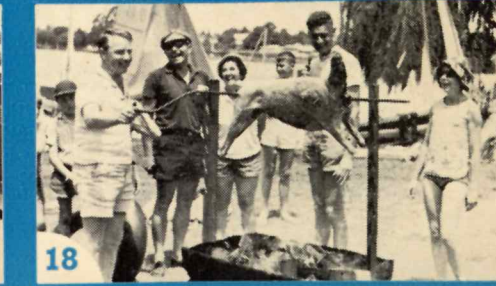
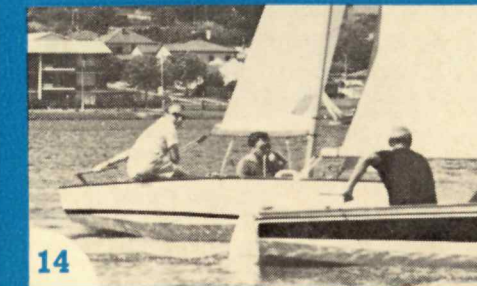
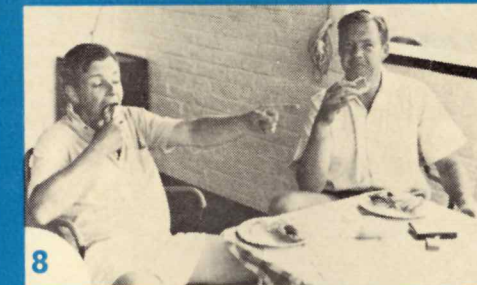
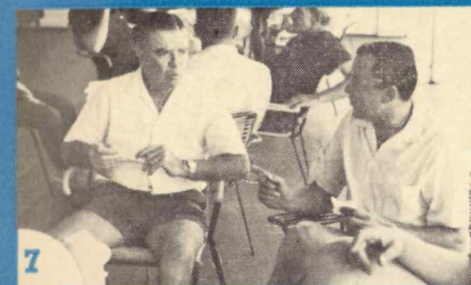
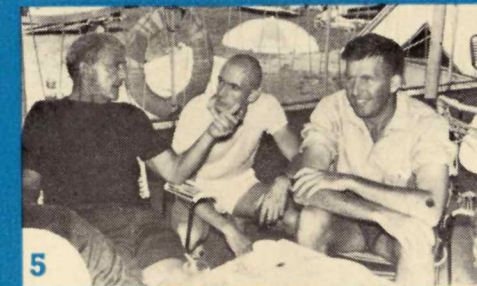
It is to the bridge's credit that not one protest was lodged against them for maladministration. But in the event of any official complaint, Sandy has a secret weapon, a tape re-

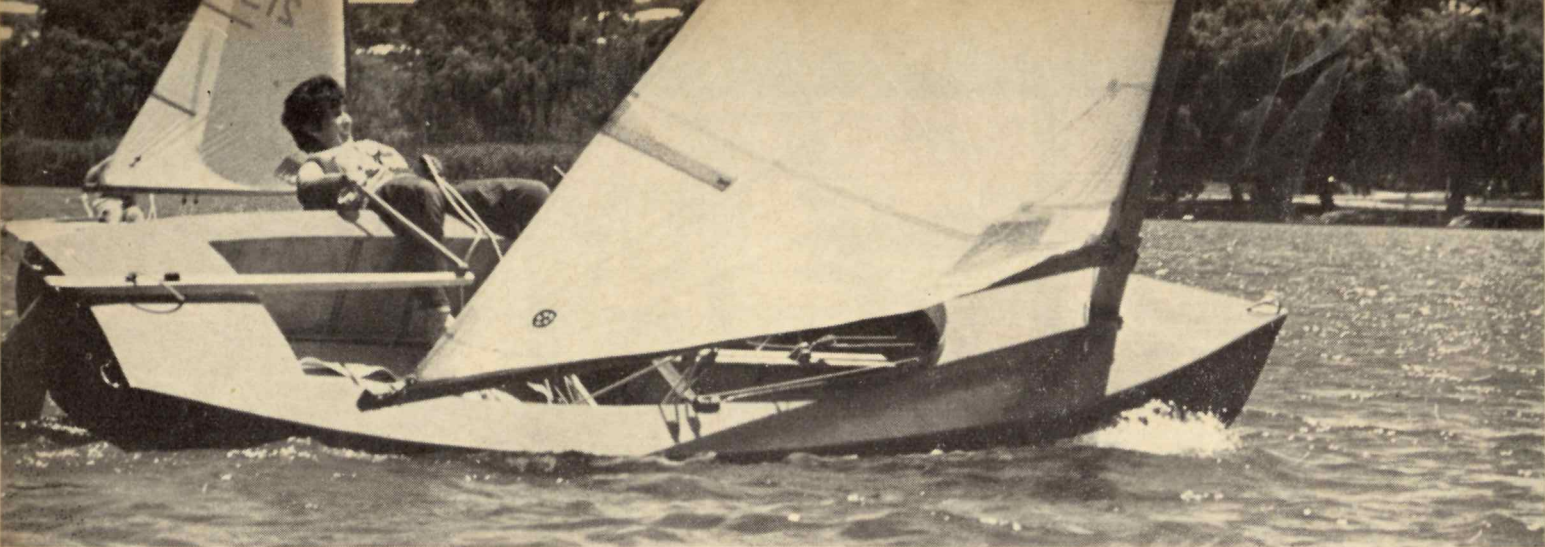
(Continued on page 32)

1. Enterprises approaching the first mark at Florida. Bryan Metcalfe, in Pouffe, centre, with Jack Kay in Antares, right.
2. Graham Harrowsmith in Enterprise 11580, is working up to windward of Hellmut Stauch, with another Enterprise crossing them on starboard.
3. Hugh and Tricia Lund in Susan III, who sailed well to win the first two and the tune-up races.
4. Jack and Pam Kay in the lead during the first race closely followed by Tony Bennington and crew Ken Kay.
5. Hellmut Stauch discussing the morning's race with John Aldersley, liaison officer of the Enterprise Association, and Sinclair Perry of E.R.Y.C.
6. Bryan Metcalfe chats with Tony Nelson.
7. "I don't believe that," says Ossie Harrowsmith, Commodore of F.Y.C., to Angus Currie.
8. "We'll get you in the next race," says famished Peter Ferreff, while lunching with skipper Derek Oberem.
9. Val Duke and Mrs. Duke with daughters Helen and Pam.
10. Allan Proctor of E.S.C. chatting to Sandy Goldie, Bridge Officer of F.Y.C., with Jimmy Proudfoot behind the counter.
11. G.P. 14 skippers, Mitch Mitchell of F.Y.C. and George Lezard of E.R.Y.C. settling down to lunch with Mrs. Mitchell and Viv Lezard.
12. Hugh and Patricia Lund with their children Richard and Audrey lunching with David Johnston and sister Ann.
13. Enterprise crew, Elinor Aird and John Stern.
14. Tony Bennington in one of several dices with Hellmut Stauch, succeeding in passing him to leeward.
15. Fighting it out on the run are from l. to r. Kees Bloch, J. Dellow and Derek Oberem.
16. Dabchick skipper A. Ford, of E.S.C., overtaken by Sprog 658, Eric Goldblatt, and Cygnet Aquilla, David Johnstone. Alan Ford had two firsts and a second in his class.
17. Before the wind are Sprogs 516, John Whillier; 187, Jan Dingshof; 711, Terry Kirkpatrick (newly launched); H. Mitchell in G.P. 4750; and Russell Palmer in G.P. 5741.
18. Tony Bennington turning the roasting spit, watched by George Lezard, Mrs. Mitchell, Kees Bloch and Vivienne Lezard. Photos: Jo Crewe-Brown

SOUTH AFRICAN YACHTING—December, 1966

UP TO 14 ft. AT FLORIDA...





GIRL BALLAST: Women sailors usually steer clear of Finns because of the extreme physical strength they require for handling in heavy weather. One of the few women to enter this class in recent years is Jo Crewe-Brown who left Enterprises at the end of last season and bought her own Finn. She has been sailing with success at Florida Yacht Club. Here she is shown hiking out to wind during a race last month.



corder which faithfully keeps track of every verbal command.

Although there were many other classes besides Enterprises, it was definitely that class's regatta, with each race capturing the spectators attention. (At the time of writing, the final two rounds had not been sailed and so it is impossible to give the final results.) However, the tussle was mainly between Tony Bennington, Jack Kay, both local sailors, and Hellie and Bryan.

Tony is in need of a good regatta for from the position of national champion he has lately been beaten at visiting regattas. However, in the first three rounds, Bennington showed the qualities which made him virtually unbeatable a few years ago.

Although Jack Kay won the first round and pushed Bennington into second position with Helli third, Bennington came bouncing back in the second round and won by virtually a lap. Second was Kay and third Metcalfe. The third round, sailed on Sunday afternoon, was a repeat on the second race with Bennington winning very comfortably, Kay second and Metcalfe third.

The Enterprise Class rightly believed that by encouraging the recognised leaders in yachting to sail their boats, they will benefit their class. (Stauch even owns an Enterprise and claims it is the ideal boat for the "middle man".) This year the Enterprises got an unexpected bonus by seeing two of their own skippers beating Stauch and Metcalfe at their own game—mastering the shifty winds in Florida.

THERE is a growing concern among thinking yachtsmen on the Highveld about the lack of youngsters entering the sport. This feeling was reflected in a recent news letter issued by the Victoria Lake Club when the commodore, Harvey Blogg, announced that he had a Dabchick to offer any deserving young sailor who could recondition the boat.

It was not the offer which alarmed people, but the response.

After two weeks there were a few half-hearted inquiries, but not a single young boy asked Blogg if he could take over the Dabchick. This lack of reaction may, perhaps, be indicative of good manners among boys who have been instructed by their parents not to take something for granted: it may also mean a singular lack of interest by

many of the younger generation to participate in the sport.

It is safe to assume that this lethargy is not restricted to the Highveld. Nor is it a recent development in the sport. For years the sport has not had the popular appeal for youngsters like many other sports. But now it is becoming more noticeable, particularly with the spectacular growth of skiing and motor boating.

Admittedly the problem has troubled our senior yachtsmen for some time and although they have earnestly discussed a solution, little has been done. At the annual meeting of the South African Yacht Racing Association this year chairman Gordon Graham outlined a plan for starting Junior National Championships. The scheme is sound and may prove some incentive for young sailors. Unfortunately, the discussion was never finalised.

The longer our yachting administrators delay finding some methods to combat this lack of appeal and interest, the more serious it will become for the sport. Any sport depends on the influx of young people to ensure a continued raising of its standard and a healthy growth.

Look at yachting. When last did a youngster steal any of the major trophies at a national regatta? Admittedly Bryan Metcalfe did this in the Flying Dutchman fleet three years ago, but since his triumph what other young skipper has made a name for himself in F.D.s, Finns or Sprogs.

There are probably two basic reasons for the coming crisis: first, the cost of equipping a young sailor with his own boat and second the lack of first-class teaching facilities. There are three ways in which promising young skippers can be provided with boats. Large commercial organisations can be persuaded to donate money for "furthering yachting", in which case the job of dividing the cash among deserving cases should be left either to class associations, provincial bodies or clubs.

The objection to this method is well known in South Africa where the intrusion of commerce is thought to smack of professionalism.

If our administrators believe commercial help will harm the sport, they should stop deploring the attempts of some people to induce commercial support and devise methods of their own to bolster yachting. Wealthy benefactors could be asked to buy suitable training craft which could be lent, rent free, to young people. Failing this a central fund could be established. This fund, which would have to be administered by very responsible men, should be empowered to lend money to young people enabling them to buy a yacht. Those who receive loans must repay them according to their pockets and without being burdened with interest.

These are only suggestions, but they have formed the basis of many discussions on the Highveld in recent months where yachtsmen are beginning to realise the need for action.

The urgency of creating teaching facilities will also have to be investigated and many of our best yachtsmen will have to devote one or two afternoons a month to running classes. The old concept of letting the inexperienced find out for themselves will have to be abandoned, if yachtsmen seriously want to encourage more people and competition in their sport.

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ROUND THE BUOYS . . .

(Continued from page 43)

—had achieved his aim of promoting successful power-boating in Natal.

What made it even more memorable was that Cas Venter became the first winner of the new trophy as well. He was presented with the High Points Trophy for hydroplanes at the end of the day as the overall winner on points.

Jimmy Hutcheson, of the same club, was presented with the Natal High Points Trophy for Outboard Runabouts and Tony Roberts with the Natal High Points Trophy for Inboard Runabouts.

Five hydros, 13 inboard runabouts and three outboard runabouts took part. Racing was keen and exciting and two incidents in particular made spectators hold their breath.

Trevor Colling narrowly escaped injury when he was thrown out of his boat as it swerved on a wake. Mike Sanzin, piloting the next craft, only just managed to avoid him.

In another race, Frank Rapson was also thrown out of his boat and there were tense moments when his craft continued on its own. The rescue boat went after it, in a mad dash across the lake, and managed to get alongside and stopped it. Nobody was hurt.

Overall Results Natal High Points Trophies

Hydroplanes: 1. Cas Venter 2,125; 2. Mike Sanzin 2,069; 3. B. Lennard 634.

Outboard runabouts: 1. Jimmy Hutcheson 1,425; 2. Roy Hanson 1,180; 3. R. White 1,045.

Inboard runabouts: 1. Tony Roberts 2,264; 2. Eddie Frow 1,894; 3. N. Donnelly 1,562.

P.Y.C. Vice-Commodore's Cup: Ted Cammidge.

Shrimpers Trophy: Tony Roberts.

Louis Hewitt Hydro Trophy: Cas Venter.

Outboard Hydro Scratch: 1. M. Sanzin; 2. C. Venter; 3. B. Stapleton.

Outboard Runabout Scratch: 1. R. Leal; 2. Reg White; 3. S. Rapson.

Inboard Runabout Scratch: 1. E. Frow; 2. T. Roberts; 3. N. Donnelly.

Outboard Hydro, 5th Heat Interclub Handicap L.B.C.: 1. B. Lennard; 2. M. Sanzin; 3. C. Venter.

Outboard Runabouts, 5th Heat Interclub Handicap L.B.C.: 1. S. Warricker; 2. J. Hutcheson.

3. H. Howard.

Inboard Runabout, 5th Heat Interclub Handicap L.B.C.: 1. T. Roberts; 2. N. Donnelly; 3. E. Frow.

Outboard Hydro, 6th Heat Interclub Handicap B.B.C.: 1. C. Venter; 2. B. Stapleton; 3. M. Sanzin.

Outboard Runabout, 6th Heat Interclub Handicap B.B.C.: 1. J. Hutcheson; 2. J. Harris; 3. B. Gordon.

Inboard Runabout, 6th Heat Interclub Handicap B.B.C.: 1. E. Frow; 2. (dead heat) N. Donnelly

and T. Roberts.

Outboard Hydro, 7th Heat Interclub Handicap P.Y.C.: 1. Cas Venter; 2. Bill Stapleton; 3. M. Sanzin.

Outboard Runabouts, 7th Heat Interclub Handicap P.Y.C.: 1. T. Cammidge; 2. R. White; 3. S. Warricker.

Inboard Runabout, 7th Heat Interclub Handicap P.Y.C.: 1. T. Roberts; 2. E. Frow.

Outboard Hydro, 8th Heat Interclub Handicap P.Y.C.: 1. K. Egger; 2. B. Gordon; 3. S. Warricker.

Inboard Runabout, 8th Heat Interclub Handicap P.Y.C.: 1. T. Roberts; 2. N. Donnelly.



more CLUB NOTES

(Continued from page 32)

The prototype of the new Highveld Finn, which is being made by Halmatic, is nearing completion and will be sailing soon. According to Halmatic, the teething troubles have been ironed out and the Finn now measures. There has been tremendous interest in the Finn and already Halmatic have a number of orders.

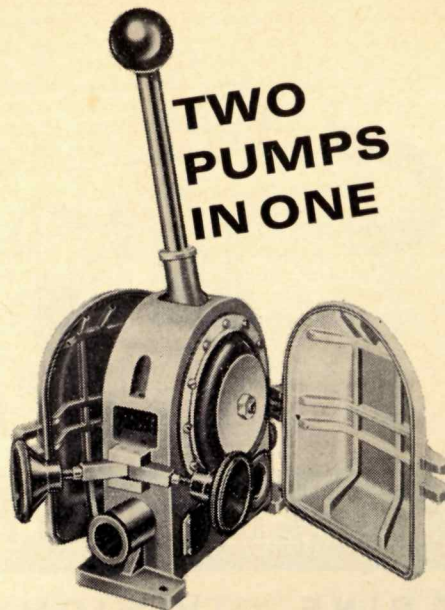
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FOR a club as small as Florida Yacht Club, it certainly has a gift of creating and organising events which capture the attention of Highveld sailors.

One of the club's latest gimmicks is the institution of mid-week sailing. Mid-week sport of any sort conjures up pictures of colonial times when work stopped at midday and neatly-clad men left for the polo fields. However, no such latitude is allowed to-day and the mid-week sailors can sail only after work, which means from about 5.30 p.m. to 7 p.m. when darkness falls.

In spite of the time restriction, the first mid-week series at the beginning of last month was well attended and,

(Continued on page 52)



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more CLUB NOTES

Continued from page 49

according to the participants, South African sailors get far too little racing practice.

A few years ago Hans Fogh, the Danish Flying Dutchman and Finn skipper, told South Africans while he was on a visit to this country that there is far too little sailing. In Europe, he said, it was common for keen yachtsmen to sail every night until it became too dark.

Florida Y.C. have taken the bold step on the Highveld and other clubs who like to rate their fleets among the best, will not be able to complacently watch this genuine attempt to provide more opportunities for yachtsmen to learn their sport.

HELLMUT STAUCH has just returned from overseas where he sailed in the German F.D. Championships. He also did a great deal of cruising in Denmark. He is now very much better after an attack of jaundice which prevented him from sailing at Lourenço Marques in July.

Towards the end of last season, Helli sold his two Flying Dutchmen, one to a fellow club member, Jimmy Watson, and the other to Glynn Graham, of Victoria Lake Club.

There was talk that the "Old Fox" was thinking of giving up competitive dinghy sailing and devoting his time to his beautiful new ocean cruiser. But there is always at least half a dozen tricks up his sleeve which no one ever expects.

Soon to arrive in this country will be two new Flying Dutchmen, "one for Carmen and the other for me". People have nearly lost count of the Flying Dutchmen Helli has brought into this country. According to my calculations the new boats are *Hakahana IX* and *X*.

Helli and a number of other stalwarts like him will go down in South African yachting history as men who have done exceptional work in promoting F.D.s in this country. No one will pretend that it is cheap to import new boats and people who know the prices Helli sells his boats at will know that he usually loses on each.

This means that in the past ten years, he has introduced TEN new Flying Dutchmen in the country.

There is hardly a club in the Transvaal which does not have an ex-*Hakahana* on its fleet register. Without people like Helli, many newcomers to the sport would not be able to afford the immense expense of importing new hulls.

Another F.D. skipper who has a string of his ex-boats sailing on the country's lakes is Don Ord. His latest secret weapon arrived at the end of last month. It is a spanking new Plastrend hull from America. This new type is reputed to be a winner and the manufacturers are said to have mastered the defects which haunted other plastic boats—mainly bending under heavy weather conditions.

FALSE BAY NEWS . . .

AFTER a period of extreme difficulty during which, at one time, many people thought that the club was faced with an imminent demise, the False Bay Yacht Club at Simonstown has not only survived, but is now on its feet again and growing steadily in strength.

This happy state of affairs is thanks entirely to those stalwarts who, led by the then-Commodore, Dave McCormick, refused to accept defeat in the face of a whole series of catastrophes. These were the loss of club premises, temporary actual (and threatened complete) loss of moorings, slip and boat storage facilities—caused by the preliminary works for the new naval dockyards.

Even more important was the consequent lack of faith in the club by many members. Several resigned and others simply defaulted when subs became due which, of course, added to the financial trouble of the long-suffering committee.

Today, however, the club not only has its slip and boat park intact, but has improvements to the slipway area

under way.

Even more important, the club has, with the co-operation of the Simonstown Council, acquired a lease over an historic and large building conveniently sited near the slipway. In the past few months a small group of devoted members have repaired the leaking roof, fixed up electric lighting and power points, had showers and toilets built, a new floor laid and are now quite well advanced with the furnishing and redecoration of the building, which promises fair to becoming one of South Africa's more individual clubhouses.

As if this were not enough, the same handful of stalwarts acquired a dilapidated ex-naval police launch and completely overhauled and re-engined it, so that the club now has a seaworthy rescue craft and general tender available.

The club also ran a programme of races for both dinghies and keel-boats and successfully organised the Finn Class Regatta. It also substantially contributed towards the success of South Africa's first Powerboat Ocean Race which created so much public interest last April.

During the 1965-66 season, two combined slide and 16 mm. cine-shows were organised by the Rear-Commodore, J. W. L. "Bill" Smith. The programmes were all of yachting interest and were much appreciated by both the False Bay and the Imperial Yacht Club members present.

Similar shows, all of sailing (both racing and cruising) interest, have been promised for the coming months.

The eighth annual general meeting, held for the first time in the new clubhouse on August 9, was the occasion of the retirement of the Commodore, Dave McCormick, to a period of relaxation from club affairs after seven years of service on the committee, for the last three of which he was Commodore.

It is anticipated that, now he has some time to devote to it, his beautiful new cabin cruiser, which has been for so many years under construction, will soon be finished and be a welcome addition to the fleet.

The new flag officers—Commodore Eric Fry, Vice-Commodore Bill Smith, Rear-Commodore Denis Mulligan, and the Secretary/Treasurer, Commodore Thomas Donkin—were all elected unopposed by unanimous vote and the remaining places on the committee were filled by Laurie Rawden, Alan Walter, Leslie Wright, David Buirski and Dr. A. W. Brookes-Heywood. This, incidentally, also provided roughly proportional representation for the owners of keel yachts, dinghies and multi-hulls.

After the apathy of the previous annual general meeting, it was heartening to see members so keen to serve on the new committee that several ballots were necessary.

Since the strong committee's first meeting many projects have been tackled with vigour.

A major problem facing many yacht clubs in this country, as in others, is the provision of enough space for the rapidly-growing numbers of boats, both sail and power. Those clubs who have numbers of large heavy craft on moorings are especially concerned and the F.B.Y.C. is no exception.

The club has already provided the first couple of a number of new moorings to meet pressing needs, but the moorings committee is very concerned about the future.

The club moorings now being laid are for visiting yachts and, of necessity, for a limited period only. The charge for their use is dependent on size, the minimum being R1 a week. The time may, at the discretion of the moorings committee, be extended up to a maximum of three months. Applications should be addressed to the Chairman, Moorings Committee, F.B.Y.C.

It is felt that the whole question of moorings and boating facilities generally in the False Bay area is a very big subject and that long-term planning in conjunction with Provincial, or even Governmental, authorities is already overdue. The club hopes to tackle this subject soon.

The annual overnight race for the False Bay Cup was a great success with interesting, and demanding, sailing weather.

The results were: 1. *Zeeslang* (C. Leih), 2. *Schatzi* (Ken Warr), 3. *Vagrant* (J. W. L. Smith), 4. the trimaran *Ruby* (Dave Abbott).