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



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

Hiking

When it's windy enough, you hike as hard as possible and steer the boat flat. If your straps are positioned properly, you can hike with no muscular effort . . . only extreme pain! Your calf and thigh should form a right angle, with your knee midway over the side tank. Your calf and the hiking strap should form another right angle, so there won't be a tendency for the strap to slide off requiring muscular effort in the ankles and feet to counteract it. Your thigh and upper body should form a third angle, or less, so you can relax and steer with concentration, uninhibited by muscular cramps.

Sweatshirts

As many of you know, Henry Sprague and I currently have a protest before the N.A.Y.R.U. Appeals Committee on the legality of donning extra clothes for the purpose of gaining weight. Until it is decided, in view of universal worldwide Finn practice, I assume it to be legal in Finn racing. If it is held to be illegal, I am fairly sure the Finn Class will pass a rule allowing the addition of weight in some form, with safety insured, to enable smaller persons to compete.

It is absolutely necessary to bring your total weight up to 200 to 230 if you want to compete upwind when the wind is 15 m.p.h. or more. (There are times when it is absolutely necessary to bring your weight down to 150 to compete off the wind, but in general and over all kinds of weather, the 180-200 lb. helmsman is favoured if extra weight cannot be added. So learn how many are necessary for you, and learn to wear them. *And for heaven's sake wear a good life preserver.*

Steering

What can I say? You either learn, through many hours of sailing, when a boat is moving and when she is not, or you don't. The best guide is the boats near you . . . if they are going past, and you've done everything else well, they are steering better. To improve . . . *practise.* Go out in trade-boat practice sessions, where you can isolate steering as a factor, and keep trying to go faster than that son-of-a-gun (who may be your best friend) in the other boat.

Concentrate. On waves and how they seem to affect your speed, on small variations in the wind (as communicated by boat feel, wind feel, and tell tales) and how you should react to them, on the angle of your foredeck and how the boat moves, on the feel of the tiller and what it is telling you, on the sound of the boat going through the water. It will come. Believe it.

Tacking

In almost every condition, it will pay to tack a Finn as fast as you can get over to the other side and out in the straps. 5-8 seconds from full speed on one tack to full speed on the other is a time to aim for.

Push the tiller over with the hiking stick, moving into the centre of the boat and ducking as the boom comes across. Face forward, when you are nearly full and by on the other tack, snap your wrist to bring the tiller back to centreline, never letting go of the end of the hiking stick and at the same instant, sit down with your feet in the straps. You are now steering with the end of the stick behind your back and the sheet still grasped in the hand it was on the previous tack. Finally, drop the stick and grab the sheet with one hand, then grab the stick with the hand which was holding the sheet. This switch occurs *after* the boat is on the new tack and *moving. Practise.*

Conclusion

You have to be tough to sail Finns, but age isn't a limitation. Some of the best heavy-air skippers are in their late 30's and 40's. When you are tired and you hurt, remember that the other guy does too. If he goes past, keep trying. There is a tendency to relax when you've just "done it" to someone, and if that someone suddenly begins moving on you, it's discouraging!

The particular feeling of satisfaction that comes after doing well in a heavy air Finn race is, I believe, unique in the word of sailing. You belong to a very small group of people who are not only excellent sailors, but who have the physical and mental toughness and determination to hang on longer and harder than most of humanity. It's a good feeling.



Two Dabchicks competing during the Inter-Schools regatta at Zeekoevlei. 1256 is from W.P. Preparatory School and 41 from Paarl. **Photo: Stewart Colman**

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



AT THE ANNUAL GENERAL MEETING of the Spearhead Association held in Durban during the S.A.Y.R.A. National Regatta, the year's activities were reviewed and projected.

Here is the Chairman's Report.

This has been a heartening year.

The measure of the success of the year's activities has been expressed in no uncertain way by the increase in the number of Spearheads that sail in Club week-end races and even more so, at National and Provincial Championships.

This is a mark of success if compared with the same time the year before.

Apart from the renewed interest in sailing existing boats, the revived interest in the class in general and the rapid change of ownership of some 50 boats, it is pleasing to see that our registration numbers have increased steadily. Fifteen months ago the class seemed to have stagnated on

(*Continued on page* 52)

Archives of Richard Crockett & Sailing Publications.
www.sailing.co.za - editor@sailing.co.za

more CLASS NEWS

(Continued from page 51)

Number 185. To date we have registered Spearhead 208 and have an estimated further 15 boats abuilding.

From May last year till now the sailing fleet has increased by over 20 boats; *one new boat every ten days.* This was also the first year in which commercially-built Spearheads became available. Early in the year Halmatic S.A. (Pty.) Ltd. started preparing for the production of the now popular "J" Type Mark III. By May, in time for the Spearhead National week-end, one hull had been satisfactorily finished and the production line was set up.

On behalf of the Association and myself, I would like to thank the Committee, in particular Jim Horn, for all they have done during the year. It has been pleasant working with them.

Report on Public Relations Activities: Over the past 18 months we have experienced a revival of the class which has been phenomenal. All we did was to tell people why we sail Spearheads. This, coupled with the fact that the South African dinghy world is increasing in size all the time, made potential dinghymen aware of our existence and of what we have to offer. In the coming year we must make every endeavour to sustain our activities.

By activities I mean sailing. The best advertisement for the Class is to keep the boats on the water. Keep interest high.

During the year a number of Spearheaders have kept us constantly "in the picture" with news of happenings around the country. Thank you for your efforts.

Spearheads Overseas: Now we have the opportunity of taking our boats overseas to sail against other designs from other countries.

We have made application to S.A.Y.R.A. (and are awaiting an answer) for a grant to send a top team to the One-of-a-Kind Regatta held at Anzio every year. This is the regatta at which new classes make their debut; a regatta at which designs of craft are pitted against one another.

Last year, for the first time, we managed to send Johnny Spears from London to Anzio to sail Presto III in the regatta. This year we hope to send a boat from South Africa with an all South African crew.

The introduction of the Spearhead overseas will expand interest in the boat and help us in our drive to get it established elsewhere. (Already we have representation in Malawi and Pasadena.) In time to come we can introduce the Spearhead to other countries too.

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

THE NATIONAL IS UPON US again, and we are proud to report that six skippers and Tempos are making the trip from the Western Cape. One of these is an unexpected and very welcome newcomer to Tempos, William Combrink, who will be sailing Noel Burnell's *Tempest II*. The Cape is sending a very strong entry, in respect both to quantity and quality, with the Transvaal next on the list with a probable four boats. Unfortunately their best skipper, Heinz Horstbrink, has been unable to get leave. Heinz showed his customary reliable form by winning the Oranjeville long distance race recently.

We hear that Tempo competition in Port Elizabeth has been very keen lately, with Peter van Breda having the edge on Harold Kohler. The Bush twins have now ordered a fibreglass Tempo, and should provide some formidable opposition. By now Norman Withers and Pat Murray should have launched *Temerity* and *Tin-a-ling*, and Mr. Botha should soon be launching his Talbot.

John Thompson in Durban is working hard to launch his fibreglass *Thakathi* before the National, and we hope he can find time to tune her too. Although Durban has quite a number of Tempos on the bay, on the whole they are not very competition-minded, which makes John's task of organising very difficult.

Cape Town has seen more launchings recently; Mr. Jackson's *Tilka*, Lionel Dixon's *Trelita*, Claud Taylor's *Vleigans* and the Johnson family's *Tease*, both of the latter enjoying the excellent sailing at Hermanus during the holidays, along with Mr. Butler's *Trollop*.

In case anyone has made a New Year resolution to get his boat measured, we remind you that you have to obtain the S.A.Y.R.A. "application for registration and measurement" form from us first. Plans are as always obtainable from us at the above address at a cost of R8.

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



THE F.D. ASSOCIATION wishes to thank Mr. E. G. Chapman for accepting the post of F.D. Measurer in the Reef areas of Roodepoort, Johannesburg and Springs. Mr. Chapman is a busy man, his time is valuable, and owners living further afield are advised to take their boats to him as he cannot accept commitments other than in the localities mentioned.

I also wish to thank Mr. T. P. Grylls of Redhouse, John Sully of Durban and Don Ord of Johannesburg for their contribution to the history of sailing which is being compiled for an encyclopaedia of South Africa at present in preparation by the Nasionale Boekhandel Beperk.

A copy of the minutes of an informative meeting of the General Committee of the I.F.D.C.O. has been received. Mr. Vernon Foster who is the chief measurer in England for Olympic classes and Mr. Currey of Fairey Marine have been co-opted to regroup the rules of the F.D. Class and to redraw the plans on aluminium sheet for reproduction on photographic paper. This has been found necessary owing to certain anomalies. It was suggested by the meeting that these plans be sold to builders and national authorities for £25, and the complete full-size templates to measurers for £35! This seems exorbitant, but the undertaking will cost £500 and it is hoped that the Association will be re-imbursed by the sale of the plans and templates within a couple of years.

A poor view is taken of this expense especially as the advisability of reproducing the plans on photographic paper is open to question. Whether such material is sufficiently stable for the purpose remains to be seen—and preferably tested under a variety of atmospheric conditions in which humidity may reasonably be expected to produce changes in scale. The inclusion of a table of off-sets is necessary for any confidence to be given to plans on such material.

With the rising cost of boats in mind, I was particularly pleased to note the remarks of Henri Samuel, Vice-President of the I.F.D.C.O., who commented that a good helmsman sailing a simple boat, still wins! This is in line with the remark credited to our old friend Norman Ross, doyen of sailing in South Africa, who said "In my young days, races were won by seamanship, not fittings!" They still are! It is also far cheaper to own such a boat than one loaded to the gunwales with expensive "gilhikkies" and chromium-plated bits and pieces.

Preliminary notice of the F.D. Winter Championships at Clube Naval, Lourenço Marques, for July 9-15, 1967, has been announced. Inquiries should be addressed to P.O. Box 116, Booysens, Transvaal.

The W.P. Branch of the F.D. Association has drawn up an attractive programme for Messrs. Musto and Morgan for January 19 and 20, 1967. A buffet supper will be provided for F.D. owners and their crews, together with their

(Continued on page 55)

Archives of Richard Crockett & Sailing Publications.
www.sailing.co.za - editor@sailing.co.za

more CLASS NEWS

(Continued from page 52)

sweethearts and wives, at the home of Graham Garlick on Wynberg Hill, and an opportunity will also be given to all yachtsmen at the Cape to meet our guests on Friday evening at Zeekoe Vlei. There will also be a braaivleis on that evening, to which all are welcome, provided they bring their own beer and chops!

The following is a quotation from the constitution of the F.D. Association of South Africa.

Committee: "The Office Bearers of the Association, elected by postal ballot, shall consist of: The President, Vice-President; Measurer and Secretary and two others, all of whom shall comprise the Committee. The Office Bearers shall retire annually but shall be eligible for re-election. They shall, however, remain in power until successors have been elected."

Will owners please signify whether they wish to re-elect the present Office Bearers—provided they are willing—or if not, will they kindly nominate their successors.

The present committee is as follows: John Sully, President; Herb Mackenzie, Vice-President; Albert Bruins, Measurer; Ian Beynon, Secretary; Hoekje van Hoogstraten, and Mike Shannon.

May I hope that all owners and crews have had a happy, but not too inebriated Christmas, and may the New Year bring fresh winds and good fortune to you all.

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

WHEN YOU READ THIS our Class will be racing in the National at Durban. There will be four boats from Cape Town, one from East London and possibly four local entrants.

During the week, possibly on the 20th there will be a Class Dinner and the annual general meeting. Our President, Bill Slight, has been renominated with Vice "Monie" Salamon and Hon. Sec./Treasurer Owen Thomas.

For racing outside Durban the Harbour Master has insisted we carry full ocean racing equipment, plus an approved outboard motor. The list includes bilge pump, fire extinguisher, anchors and suitable warps, flares, two lifebuoys, life-jackets for each crew, light for one lifebuoy, signalling torch, distress flags N. and C., compass, food and water and possibly a chart.

Erika No. 1 has been sold to that well-known Cape personality "Pym" Penso. He is quite a part of Royal Cape, having sailed yachts from his cradle as his father owned *Sandeford* before the war. We welcome you into the Class, Pym, and particularly your wife who seems as enthusiastic about *Erika* as you do.

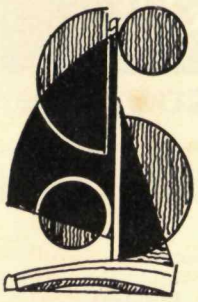
The next time Mr. Watmough of Knysna visits the Cape the writer would like to meet him and invite him aboard *Schatzi* for a sail.

The well-known English yachtsman, Owen Aisher, will be visiting the Cape in February and the Class Association intends holding a dinner in his honour and we hope he will be guest speaker. Owen calls his boats *Yeoman* and his latest is No. 14. He has owned 12 metres, 5.5's, one-tonners, Dragons and ocean racing types.

He should speak with authority on the English yachting scene.

The next National (January, 1968) will be at Saldanha. As the bi-annual ocean race was recently cancelled as it clashed with the Durban National it is probable that an ocean race ending up at Saldanha will precede the next National. This should make this regatta attractive to all ocean racing boats but particularly to O.D.s, as they will have double fare.

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



ON FRIDAY, DECEMBER 2, a Sprog party was held for the Transvaal Sprogs. Florida Yacht Club very kindly offered the use of their club house for the occasion. Everybody brought their own bottles and meat for braaiing. Seven clubs were represented and some people (no names mentioned), only got home on Saturday morning—so enough said. All thanks to those hardworking F.Y.C. members, especially John Houston, Deon Hofmeyer and Ken Larkin.

The week-end before this, Stan Midlane from Z.V.Y.C., the 1964 National Champion visited East Rand Y.C. His advice was much appreciated by the local yokels. Unfortunately on both the Saturday and Sunday afternoons a real highveld buster cut short activities on the water but his visit was enjoyed by all.

We heard that by December 8, 59 Sprogs entries had been received for the National. The previous record was 53 at Lourenço Marques in 1965. It looks as if our all time record fleet of 64 at the Glinane Sprog Week in July, 1966, will be beaten by the time entries close.

The following are the official Sprog Measurers appointed by S.A.Y.R.A.:

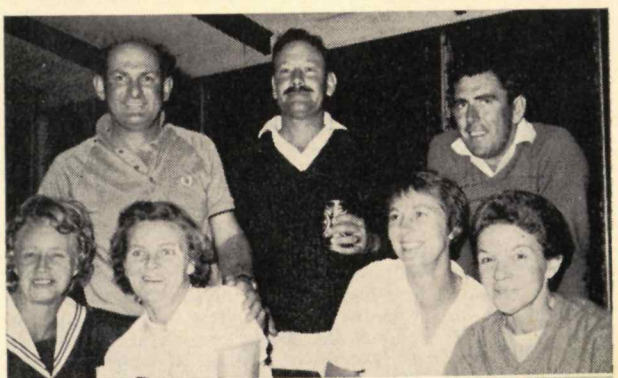
Mick Allen, P.O. Box 1124, Bulawayo.
R. E. Andrews, P.O. Box 1134, Pietermaritzburg.
R. J. Andrews, 125, Church St., Worcester.
W. J. G. Ellens, P.O. Box 475, Ladysmith.
L. J. Emanuel, 8, Greave Street, Newcastle.
D. Foster, Oranjemund, S.W.A.
H. S. Golding, P.O. Box 247, Estcourt.
J. A. C. Graham, 11, Wicklow Ave., Parkview, Johannesburg.
A. Hamming, 141, Andries Pretorius Street, Bloemfontein.
P. E. Hayes, 95, Parkgate, St. Andrews Street, Durban.
N. Hodgson, P.O. Box 2, Jagersfontein.
R. Kirby, P.O. Box 1, Welkom.
K. B. Larking, 56, Honeyball Avenue, Discovery, Transvaal.

(Continued on page 56)

BELOW: A group at East Rand Yacht Club during Stan Midlane's visit there. Back; L to R Stan Midlane, George Purchase and Brian Hickman. Front; L to R Bae Down, Agnes Thring, Avril Hickman and Bea Purchase.

BOTTOM: There was a Sprog party held at Florida Y.C. early in December. L to R Jack Graham, R. Roebert, Paddy Pearce, Phyl Pearce, Ken Larkin, Deon Hofmeyer and Sheila Graham.

Photos: L. A. N. Down





Archives of Richard Crockett
& Sailing Publications.
www.sailing.co.za - editor@sailing.co.za

more CLASS NEWS

(Continued from page 55)

A. C. Lawrence, 268, Stead Avenue, Queenswood, Pretoria.
D. S. McKerchar, 32, St. Albans Avenue, Craighall, Johannesburg.
S. Midlane, P.O. Box 48, Salt River.
P. J. Musson, Bay View Hotel, Hermanus.
C. Noble, P.O. Box 10, Knysna.
A. V. Paterson, P.O. Box 1106, Port Elizabeth.
D. B. Peddie, P.O. Box 25, Bethlehem.
K. Schroder, 13, Griffiths Street, Queenstown.
W. A. Sluiter, P.O. Box 196, Empangeni.
C. R. Tainton, 11, Waterson Street, Rynfield, Benoni.
J. Terink, P.O. Box 163, Tzaneen.
K. A. M. Tweedie, 28, Toulouse Drive, Evander.
B. Vickers, 71, Victoria Mansions, Esplanade, Durban.
R. W. C. Wade, 9, 5th Avenue, Blyvooruitsig.
A. Wight, P.O. Box 349, Klerksdorp.
A. Wilson, P.O. Box 630, East London.

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

OK BOSKOP YACHT CLUB certainly provided a wonderful venue for the class at their November Regatta, with plenty of water, a friendly atmosphere and, above all, a strong steady sailing wind. The racing was most enjoyable and John Shennan, of Flamingo Yacht Club sailed very well indeed, winning all the races in the series. The only one to offer him any serious challenge was Lionel Ashley, also from F.Y.C., who was placed second overall.

Unfortunately, it was not possible for Emmarentia Sailing Club to enter three boats, and the "Best Three Challenge" trophy could therefore not be raced for.

Mast and Sail

This is a most controversial subject in any yacht, but even more so when it comes to flexible rigs such as those of the OK Dinghies and Finns.

I quote from an article by James Ware who sailed in the World Championships this year: "The fastest boats are using bendy rigs. This means there should be a large mast curve cut into the sail; the built-in fullness will depend on the type of cloth the sailmaker is using on your sail. Generally these sails look bigger; an illusion. It is impossible to get more cloth into the sail cutting it this way.

There are three logical points to bear in mind about a mast. It should be flexible at the bottom just above the boom; this allows the whole rig to move aft when the boom is trapped down and not just the top of the mast to flex backwards, causing disastrous tightness in the leach of the sail. The middle of the mast should be relatively stiffer and this is not to make a straight section at this point but to give the mast an even bend counteracting the usual tendency for the mast to suddenly start bending at this point. Lastly the top four feet or so should whip—your thumb and index finger should easily be able to meet round this section of the mast. Sideways bending has probably had more attention than it deserves. Undoubtedly it is important to minimise it in order that the boat will point as close as possible. For this reason one can use a stiffer boom; but from the point of view of tuning a mast the fore and aft bend is the prime consideration. Lateral bend can always be cured by adding laminations later. Never be afraid to plane bits off or stick strips on to a mast until you are sure it suits you and your sail.

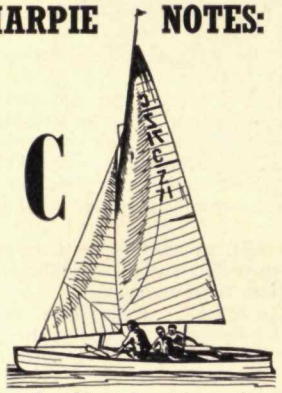
Lightweight helmsmen are said to have problems in strong wind. This is not necessarily true! Ask yourself whether your mast really whips at the top or not. If the answer is no, take a plane to it. Masts seldom break at the top. In this way the sail shape is hardly altered, but the aft edge of the sail falls open in a gust when the boom is trapped down. This has a two-fold effect: the heeling moment of the sail is reduced particularly at the top where it has greatest leverage, and also most of that disconcerting weather helm is lost. This works every time."

Note that several points from the Finn notes of the past few issues are equally relevant to OK's.

Please remember that we would like to hear of some good ideas for fittings, etc., so don't delay in dropping us a line.

SHARPIE ASSOCIATION—*Hon. Sec.: C. H. Kruger, P.O. Box 101, Welkom, O.F.S.*

SHARPIE NOTES:



NEWS FOR THIS MONTH comes from R. van der Weele of Port Elizabeth who apologises for the long silence about Port Elizabeth Sharpies, the reason being that everybody has been so busy with off-season repairs and renovations.

The opening cruise took place on October 30, 1966, and a most successful day it was. Unfortunately no Sharpies got the Spit and Polish Prize, although there was much murmuring that the old boats were in such good condition that one of them should at least have been awarded a cup.

The tune-up race on October 29, 1966 blew a true South Easter and only two boats finished, one being Eric Vos in a F.D. and the other being van der Weele in Sharpie *Fiesta*.

On the next day, Sunday, the sail-past took place with four Sharpies on the water. In the afternoon's race, van der Weele managed to do a classic capsize by getting a spinnaker sheet around the end of the boom which meant the end of him in this race. The other three Sharpies went on to have a fine race with *Wings* skippered by Ian Longland, giving his father Wilfie in *Foxhound* a good run and only being beaten over the line by 100 ft. *Strodelene* skippered by Wilfie Haukohl came third.

News concerning members and boats in the P.E. area is as follows: C. Deary has been overseas (America) for the past 1½ years. It is believed he sold his yacht to Ian Longland. Clive Deary should be back in South Africa towards the end of 1967 when it is hoped that he will continue his yachting again on a Sharpie. *Falcon C91* is now owned by P. Ball and A. Gingell of Redhouse. *Lash CIII* is now owned by G. Davies who, although he has not sailed in any races at Swartkops, has started putting her on the water and it is hoped that he will be participating in the races very soon. *Bolero C114*—present owner T. Hooper of Oudtshoorn, probably registered with the George Lakes Yacht Club.

Thank you Mr. van der Weele of Port Elizabeth for the above and we look forward to hearing from you more often.

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

AFTER CLEARING AWAY all the bottles and beer cans after the New Year celebrations, I at last found a piece of paper and pen to write the monthly newsletter. I hope all our members have had their fair share of celebrations and are getting back to some serious sailing!

Our annual report, though a little late, should by now be reaching all members. A prompt reply to the membership form will be appreciated.

Generally, Andy matters have maintained a reasonable upward trend. There is also a good chance that sometime in 1967 an Andy Owners' Association will be formed in Rhodesia. We wish Mrs. Kirkman all the best and a lot of success with such a venture.

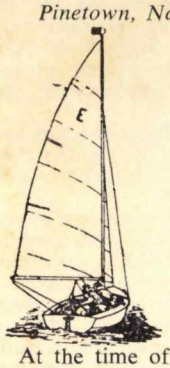
(Continued on page 59)

Archives of Richard Crockett & Sailing Publications.
www.sailing.co.za - editor@sailing.co.za

more CLASS NEWS

(Continued from page 56)

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



WHEN THIS MAGAZINE APPEARS, the biggest gathering of Enterprise class yachts yet seen in Southern Africa will be taking place in Durban—venue for this year's South African National Regatta. This event is likely to prove to be the breakthrough for this class at least from a popularity point of view.

The Enterprise to date has had its strongholds mainly in the Transvaal and Natal, but the class association feels sure that, with the success of the regatta 99 per cent assured, the class will gain stronger footholds in other parts of the country as well.

At the time of going to press, entries for this section of the regatta had already exceeded expectations and by the time the first gun is fired, about 50 of these blue-sailed yachts will be crossing the line.

The strongest visiting contingent is from the Transvaal, but their tactics are being kept a closely-guarded secret. In Natal, strongest competition will be from the two Mackenzie brothers, Don and Ken, as well as from Gavin McFarlane and Glen Lawson. There are also a number of other skippers in Durban who might cause some upsets in the forecast final outcome of the event.

With all the races being designed to be sailed on high tide, and with the Natal coastal winds being fairly strong at this time of the year, local knowledge is going to play a major role in the final outcome. This is perhaps why a number of visiting yachtsmen are coming to Durban early to practise for the event.

Durban Enterprise skippers have not been resting on their laurels either. They have been taking full advantage of the special Wednesday evening races which have been organised as practise events for the regatta. A number of these skippers learnt—the hard way—the value of reefing when, at the beginning of December, every one of the ten Enterprise entries for one of these evening races, capsized—most of them before the start of the race. Cause of the trouble was a gusty 35-knot north-easterly wind.

The Enterprise Association is to hold a general meeting during the regatta which is to be followed by a dinner. At this meeting, the committee is likely to report back on the negotiations for the national recognition of the class.

The association has requested that members should quote their sail numbers when corresponding with it, as this will assist the committee.

Yacht clubs throughout the country with local news of the Enterprise class, are asked to send this to the Public Relations Officer of the association at P.O. Box 116, Pinetown, Natal.

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

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

First of all an apology to you readers for having omitted from my December notes best wishes for Christmas and the coming year from this Association.

Again we have two meets to report on this month. The first was a scratch series on November 19 at Zeekoevlei when as usual, there were two races. Sailing conditions were almost perfect with a steady 15-knot south-easter blowing. For the first race there were ten entries and Peter Forster in *Gijima* set the pace followed by Graham Greathead in *Xsusy* and Graeme Dale-Kuys in *Eve.*

Nap Lategan in *Jynx* arrived 4½ minutes late for the start but then steadily worked his way through the fleet to finish third behind Peter Forster and Graham Greathead.

In the second race there were only four starters—*Jynx* sailed by Nap Lategan, *Mijats* sailed by Graham Greathead, *Eve* by Graeme Dale-Kuys and *Gijima* by Roland Hutchings. First to the windward mark was *Gijima* followed by *Jynx* and *Mijats.*

These positions remained unchanged on the next two reaches but on the following beat *Jynx* overtook *Gijima* and had a lead of 40 seconds at the windward mark. By the finish this lead had been reduced to only 10 seconds. The final placings were: 1. Nap Lategan in *Jynx*; 2. R. Hutchings in *Gijima*; 3. G. Greathead in *Mijats.*

Our Trophy Race for December was held on Saturday 10th again at Zeekoevlei. There was a south-wester of 20 knots blowing making for exciting sailing with quite a big "sea" running. We were extremely pleased to have with us for the afternoon Herbert McWilliams who was only in Cape Town for a few days but had been persuaded by Peter Forster to stay over one more day to see the race.

The starting line was poorly set as it allowed the first mark to be made in one beat. The ensuing crush when the 14 entries reached the mark, resulted in one quite serious collision.

First round was Nap Lategan in *Jynx* followed by Ron Keytel in *Excalibur* and then Herbert McWilliams in *Gijima.* Throughout the race *Excalibur* and *Jynx* changed places the former having the edge on the runs only to lose out on the beats.

First place finally went to Nap Lategan with Ron Keytel a minute behind, followed by Graham Greathead in *Xsusy.*

The corrected times brought John Newton up from sixth place to take the Trophy with Nap Lategan second and Mike Gage third.

Herbert McWilliams kindly presented the trophy and prizes and said some kind words about the Association and wished us further successes. He also expressed a wish to test his own boat, the prototype for the class, against the newer boats.

We can assure him he will be very welcome any time but we would perhaps be most pleased to see him next Easter at the Western Province Championships at Hermanus. Your Committee has already started making arrangements to ensure a first class entry of Extras at the event.

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



THE RESULT of the worldwide postal ballot on the introduction of glass fibre construction into the class was: YES.

In England four versions will be available at the following prices:

Version A. Glass fibre hull and decks with standard fittings and wooden spars—£205 Ex. sails.

Version B. Glass-fibre hull and wooden decks with standard fittings and wooden spars—£215. Ex sails.

Version C. Glass-fibre hull and wooden decks—Kit-form wooden spars £172.

Version D. Glass-fibre hull only, supplied with inner and outer gunwhales, main foredeck beam fitted and hull tied across with temporary timber to facilitate transport—£104.

These four versions will be made available to the public and it is understood that these are the maximum prices to be charged for the standard models.

The Parent Committee of the Association have also agreed that these basic prices may be increased to £212 (Version A) and £222 (Version B) to include metal masts and booms, also that a maximum price be imposed of £230 (Version A) and £240 (Version B) to enable stainless steel rigging, de luxe fittings as listed in Rule 15, and also

(Continued on page 60)

Archives of Richard Crockett & Sailing Publications.
www.sailing.co.za - editor@sailing.co.za

more CLASS NEWS

(Continued from page 59)

the anodising of spars, to be included. South African prices will of course be increased by freight, duty, etc.

Registration numbers will be bonded into the hog and will be issued with the basic hulls at the normal registration fee of 30s.

It should be fully understood that the glass fibre construction has been permitted in the class as an alternative to wood. There is absolutely no intention of making glass-fibre compulsory. Conventional wood boats, new or old, will remain the back-bone of the class, and the Association will continue to import wooden kits for local assembly against specific orders.

As the project has developed your committee has become more than ever convinced that the introduction of this modern construction, with all the advantages it brings, cannot fail to be of tremendous value to the class as a whole and give it a great stimulus.

The interest of the amateur builders has been carefully preserved in Versions C and D, and the Association has ordered a Version C for local completion and hope to have it on the water in early February for trials and inspection by local enthusiasts. It is intended to import kits in C or D form until the demand has grown sufficient to warrant the importation of a mould for complete local construction. Anyone interested in testing, examining, buying or simply looking at a fibreglass G.P. 14 should contact the Association at the end of this month.

The parent body has at last recommended the adoption of the Genoa Jib from the 1st January, 1967, a move anticipated by your Committee over a year ago. The dimensions will be the same as the sail we have been using for the past 18 months, namely Luff 13 ft. 6 in., Leach 13 ft. 9 in., Foot 7 ft. 8 in. giving an area of 50 sq. ft., and additional 20 sq. ft. making a total sail area on the wind of 122 sq. ft.

A summary of all the reports after trials extending over three years in all conditions throughout the world revealed that those who really tried the sail liked it, stating that the sail presented no problems to crews, even lady crews preferred it. In heavy weather excess weather helm was reduced and the boat sailed much more easily on the Jib only, the main being feathered off. Sliding fairleads were very necessary to give the correct set to the sail. In light airs the boat moved through the water better, planed quicker and generally improved the performance of the boat.

One of the most constructive reports suggested this excellent sail could be further improved by lifting the clew 6 to 9 in.—move the clew forward 2 in. and take a little fullness out of the Luff and Foot.

The world championships are due to be sailed in Canada under the burgee of the Hudson Yacht Club from 23rd to 27th August, 1967, but to date we have failed to obtain further information from the North American Branch.

Welcome and congratulations to John and Elizabeth Walker on the launching of their boat *Blue Boots* 6325 on the 3rd December. The boat is very well made and beautifully finished with a lovely dark blue underside and varnished sides and decks. Guests at the launching had a good view of the blue paintwork when one of the keen skippers, who shall be nameless, was showing John how to plane the boat in a fair blow when they kited into a windless pocket and the boat fell over to windward, to the delight and amusement of the watchers.

The Annual General Meeting of the Association will be held in the first week of February and members are earnestly requested to air their views on this occasion.

INDEX TO ADVERTISERS

● Alkauff Industries (Pty.) Ltd. 12
Amalgamated Packaging Industries Ltd. cover iv
Aqua Power Units 54
Autolec Limited 10

● Bardahl 12
Benson & Hedges 29
Buffalo Paints Limited 11

● Camping Services (Pty.) Ltd. 12
Celastic 15

● Durban Boating Centre (Pty.) Ltd. 53

● Electrical Construction (Pty.) Ltd. 58
Evinrude Outboard Motors 14

● Fast Sails 47
Fibreglass S.A. (Pty.) Ltd. .. .. cover v
Fowkes Bros. (Pty.) Ltd. 8
Frank & Hirsh (Pty.) Ltd. .. .. cover iii

● Gregg Car Company of S.A. (Pty.) Ltd. 15

● Halmatic S.A. (Pty.) Ltd. 13
Highland Fling 1

● Johnson Outboard Motors 7

● Kodak (S.A.) (Pty.) Ltd. 9

● Lawson's Marine 50, 57

● McDougall Bros. 58
Main Timbers (Pty.) Ltd. 17
Maitland Sheet Metal Works (Pty.) Ltd. 10
Marine Construction 54
Mercer, Bach & Hickson Ltd. 57
Mercury Outboard Motors S.A. Ltd. .. 3, 5 and cover vi
Mobil Oil Southern Africa (Pty.) Ltd. 44

● Nelson's Plastics 54

● Outboard Marine International S.A. .. .. cover ii

● Padlking 4
Protea Assurance Co. Limited 17

● Rolex Watches 6
Rothmans of Pall Mall 18

● Seven Seas Cruisers 37
Sondor (Pty.) Ltd. 58
S.A. Airways 2
S.A. Bonded Fibreglass .. .. .. 30, 31 and 53
S.A. Canvas Co. (Pty.) Ltd. 17
Stansfield Ratcliffe & Co. Ltd. 16

● Three-in-one Oil 57

● Warden & Hotchkiss S.A. Ltd. 53
Wilbur Ellis Company 4

CLASSIFIED ADVERTISEMENTS

Classified Advertisements should be sent to the Advertising Manager, S.A. YACHTING, POWER & SAIL, VAN DER STEL BUILDING, 58 BURG STREET, CAPE TOWN, or to P.O. Box 3473, Cape Town. Telephone 3-6761. Cheques or postal orders must be sent with the advertisement. The cost is 5c (6d.) per word (minimum charge R1 (10s) including name and address, or "SA. YACHTING" Box Number if required.

CLOSING DATE FOR THE MARCH ISSUE:—15 FEBRUARY, 1967.

FOR SALE:

TRAILER BRACKETS for BMC Cars, English Ford cars, Chrysler Valiant, Citroen, Vauxhall Cresta PC. The only brackets which are recommended by car manufacturers. Safe—Neat—Easy to fit. Made and sold under Licence in South Africa: Burgess & Co. (Pty.) Ltd., P.O. Box 134, Phone 3223, Kingwilliamstown. Specialists in Ready-to-Fit towing brackets.

HYDROPLANE SWIFT HULL 750 cc MERCURY petrol class. One of the fastest hydros in country. Well looked after. Phone 869-4482. Steve Matthysen or write 42 Eeufees Street, Southcrest, Alberton, Transvaal.

APPROVED PLANS of cruising yachts for amateur construction are available from 'Yacht Design Service", 30 Arixoma Road, Thornton, C. Province.

A PIVER 24 ft. TRIMARAN. Fast and ideal midget cruiser. All stainless and fibreglass. Can even be trailed and delivered any where in South Africa. So far sailed only 1,000 miles on the Atlantic coast. For details and offer write Box 6, S.A. Yachting, P.O. Box 3473, Cape Town.

DUTCH "VALK", launched end 1965, fibreglass hull, 22 ft. long, 7 ft. width, fixed keel, aluminium mast and spars, mainsail, 2 foresails, spinnaker. Easy to make, seaworthy, very fast. Price, together with trailer: R1,075-00. Apply: H. Boer, P.O. Box 288, Henneman, O.F.S.

MARINE SPARES, reduction gears, gear boxes for Volvo Penta and Ford 4-cylinder Diesel, Ford V8 Conversion kits, Morris 12/25 h.p. spares, etc. H. de Clercq, 15 Riverside, Pinelands, Cape.

INFLATABLE blue Nylon sailing jackets. Warm, light and comfortable for that rough weather. Available in sizes 38-44. R13.00, post free anywhere in South Africa. Write Helen Fitton, 5 Rhone Road, Pinelands, Cape. Telephone 53-3540.

ALAN BUCHANAN designed 4.1 ton Bermudan sloop, sleeps four, L.O.A. 27 ft. 8 in.; L.W.L. 21 ft. Beam 8 ft.; full headroom; Ratsey sails; beautifully equipped. Built in excess of Lloyds specifications she was launched only 2 years ago and has been impeccably maintained. Write to Box 103, S.A. Yachting P.O. Box 3473, Cape Town.

Printed by Cape & Transvaal Printers Ltd., Parow, Cape, and Published by the Proprietors and Publishers: Yachting News (Pty.) Ltd., Van der Stel Building, 58 Burg Street, Cape Town.

Archives of Richard Crockett & Sailing Publications.
www.sailing.co.za - editor@sailing.co.za