

The reason? "Just put in the paper the race has been cancelled and that is all I have to say", said Bob Fraser, chairman of the race committee, when he stepped off the committee boat. Others on board said that at the time the race was due to start the conditions at the bayhead, where the starting line was, were very choppy. The marks could not be laid and the rescue craft were being swamped. The anchor of the committee boat would not hold and tying it to a buoy was also unsuccessful.

Yachtsmen's general feeling after they returned was disappointment. To put it mildly, that is. Many ran a lot higher and although my ears by now should be accustomed to yachtsmen's language, they still twitched at some of it then.

Saturday, January 28.

Two races to be sailed. The scheduled sixth one in the morning and the postponed fifth race of the previous day in the afternoon.

Both races were held in a stiff south-westerly. Don Ord took an early lead on the beat, but ran aground on a sand-bank, and Sully led from then till the finish, winning with a big lead.

Brian Metcalfe, who was lying second round the second mark, suddenly stopped dead in a half-capsized on the following reach and then retired. Hugh Hanrahan, his crew, had suddenly become half-paralysed on one side of his body. He was all right later on but was advised not to crew for the afternoon race.

The race continued. Vaughan Clark was second till just before the finish when he was put aground twice by tail-end Finns, which made him lose two places. Mick Butcher came through to finish second, followed by the British team who had a six-by-four-inch hole in their bow caused by a collision while they were on starboard. Vaughan Clark finished fourth.

Arne Akerson had bad luck in the Finns in capsizing when he was third, which probably cost him the championship. He bailed furiously, lost 15 places—he also seemed to have trouble with his mainsheet at the time—then continued, to finish twelfth. Very bad luck indeed.

The early part of the race was a neck and neck battle between the first two boats, Ernie Shaw and Bruce McCurrach, while the third and fourth boats, sailed by Berry Smith and Ernest Morrison, were also fighting it out.

Morrison with his heavy weight advantage got ahead of all of them on the beat to finish with a big lead. Bruce was second, followed by John Howard and Ernie Shaw.

The tide had come in for the afternoon's race, which gave more waves than in the morning. The wind was still strong.

Brian Metcalf had taken, as crew, Tony Humphries, who lives in the Cape and has recently arrived from England. Tony is a world-class F.D. man, having crewed for the current world F.D. champion Dick Pitcher.

Musto and Morgan had taped up their bow.

Don Ord rounded the first mark first with a good lead, followed by Tainton and Sully, Musto, Morgenrood, Butcher and Clark.

Metcalf was going like a train, making up about five places on the reach till he was about seventh.

Don still had a good lead at third mark, but then Sully caught him on the beat and steadily increased his lead to win by 1 min. 5 sec. from Tainton. Don Ord was third and Morgenrood just beat Metcalfe across the line.

Arne Akerson led from start to finish in the Finns having a good lead at the end from Ernest Morrison. Third was Bruce McCurrach and fourth John Howard.

Both Sharpie races had the same results that day. R. van der Weele first, J. Vosloo second and Trevor Wellbeloved third.

And so the National Flying Dutchman Championship went to John Sully for the fifth time.

It was no walk-away win. John had to be on his toes till the end. Had Tainton won the last race, John had to still come in the first four to win the contest.

Sully's overall score was 1,5,retired,1,1, and 1.

Tainton finished second, Brian Metcalfe third and Keith Musto fourth. Their fourth place was due to a disqualification because they had not signed their declaration after the last race in time. Had they done so they would have been third overall.

Ernest Morrison, with 1,5,5,1,1, and a 2, became the first South African Finn skipper to win the National Finn contest three times. Amazingly, between each of those wins are four years. Bruce McCurrach was second and Ernie Shaw third. John Howard was fourth.

Arne Akerson's eighth overall was purely bad luck. Disqualified in the first race for being over at the start, a first, another first then a retirement with a broken rudder when he was third, a twelfth after a capsize and another win.

The Sharpie Class was very close. Trevor Wellbeloved, with 2,1,1,Dns (when he broke his backstay before the start), 3,3, won the contest by only one point from R. van der Weele. J. Vosloo was third.

And so the end of it all was reached. Exhausted organisers sank back in their chairs with a sigh, swearing this was the last time they touched anything like it. (But knowing them, they will be just as keen in starting on the next regatta that comes along!)

Yachtsmen packed up boats and began the long trek home, which for many was thousands of miles and for three an overseas flight.

All returned to their offices a few days later with much darker skins and tougher hands, but with a feeling of achievement even if they came last.

Enthusiasm for yachting in South Africa is rising. It has been proved again. Thank you all for coming. Till next year at Saldanha!

THE LESSONS TO BE LEARNT FROM 3 WEEKS HARD RACING

BY PETER BROWN

KEITH Musto and Tony Morgan—the British middle-weights of top Flying Dutchman racing—were hardly in this country for two weeks, yet in the time they spent sailing and talking, they started a process which *must* change our F.D. sailing.

Their message was not primarily one of boat speed through ingenious fittings (which they have in abundance on their splendid yacht *Oliver Twist*) or cleverly-cut sails (sailmaker Musto is an expert at this), but the improvement of every F.D. through talking . . . talking about fittings, sail cuts, trimming and every facet of the complicated F.D. which will improve its performance.

The S.A. Flying Dutchman Owners' Association and the S.A. Yacht Racing Association could not have chosen a more amicable team to visit South Africa and sail against

this country's best skippers at last month's national regatta in Durban. Keith and Tony were available every moment of the day to anyone who wanted advice. They kept no secrets and anything which they found out through hours of gruelling training for the past Olympics was available for the asking.

Although they intrigued South African skippers with some brilliantly-designed fittings and gave invaluable help to those who had problems with their yachts, their main achievement was in providing a totally different approach to mastering the Flying Dutchman.

For years it has been tacitly accepted in South Africa

(Continued on page 33)

THE LESSONS . . .

(Continued from page 31)

that boat improvement must be achieved by trial and error. Naturally, there are plenty of examples of top skippers helping each other, but these, unfortunately, are isolated instances.

The fresh approach to the sport by the British team could not have come at a more opportune time. The leading sailors in the class are slowly beginning to realise that unless drastic action is taken very soon to inject new life into our F.D. fleet, the class will have a gloomy future.

Musto and Morgan's visit will foster a totally different attitude in our F.D.s. They have shown that one of the most important ways to upgrade the class is by MORE communication.

Skippers who devise new techniques must not keep quiet, but should let others know. By continually swapping information and talking about achievements, there will be a far greater exchange of useful information. This will lead to a vast improvement to the top half of the fleet and rid the sport of the present game of one-upmanship practised by some.

To many South Africans Musto and Morgan's approach to the sport is so unusual that it warrants very close study. Not only are they dedicated sportsmen who have stopped at nothing to reach the top, but they are intelligent tacticians, using every ounce of knowledge to devise new methods and perfect old ones. They have also achieved something which few teams throughout the world have done: They are able to get on with each other. They are close personal friends and have been so since they bought *Lady Clare* in 1961—nearly six years ago.

Perhaps one of the reasons for staying together for so long is the precise division of responsibility, both on the shore and while racing. They have distinct areas of duty which are sacrosanct. It is worth explaining their duties

and the reasons for their harmony to serve as a guide to South Africans who, usually for fear of later recriminations, steer clear of similar arrangements.

Tony is an extremely busy and successful company director. His responsibilities are many, so for him yachting is a strenuous relaxation away from office. Although he owns *Oliver Twist*, he has no pretensions towards skippering the boat. His job is to crew only. He is in charge of all transport arrangements and paper work (entering regattas and membership fees).

On the water he is a tough crew who takes his orders from Keith, never questioning the skipper's decision and moving as quickly as possible.

Keith takes care of the boat. As an expert sail manufacturer (he is in partnership with Hyde, and together make the firm Musto and Hyde considered probably the best makers of F.D. sails in the world), he constantly provides the best which comes from his loft. Keith supervises the boat's trimming and, of course, steers it during a race. The team's jobs are clear-cut and one never encroaches on the other's domain.

This, more than anything, is the basic secret of their teamwork.

Their approach to racing and teamwork, although so clearly divided is searching. Weather possibilities before a race are discussed and tactics worked out. Each race, whether they win or finish far down the fleet, is minutely examined and the faults ironed out. (What a change this is from the often-heard complaint that the crew or skipper was the cause of every foul up.) Musto and Morgan's mature approach goes a long way to avoiding serious differences of opinion.

There are too few examples of such close teamwork in South Africa. Skippers frequently fear that if they allow the crew to contribute towards the expenses, and thereby probably enhance both their chances of success, the crew will lay claim to the helm. On the other hand, crews are

(Continued on page 34)

The DOGGER by Van de Stadt

L.O.A. 31 ft.; L.W.L. 24 ft.; Beam 8 ft. 7 ins.; Draught 4 ft. 9 in.; Displacement 3 tons.

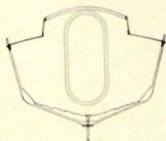
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Hulls are available up to any stage of construction or may be supplied in kit form.

Price for finished hull, with cast iron keel and spars **R4,250.**

Boat completed to further stages as required.

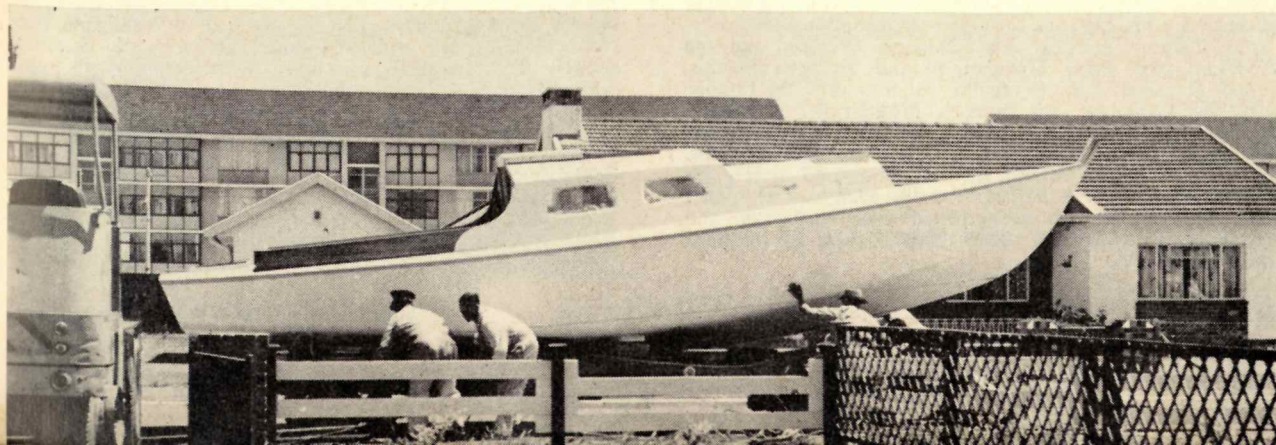
Watch our next advertisement for prices of kits, etc. *Two vessels are under construction at the moment and may be inspected at any time, including week-end by arrangement.*

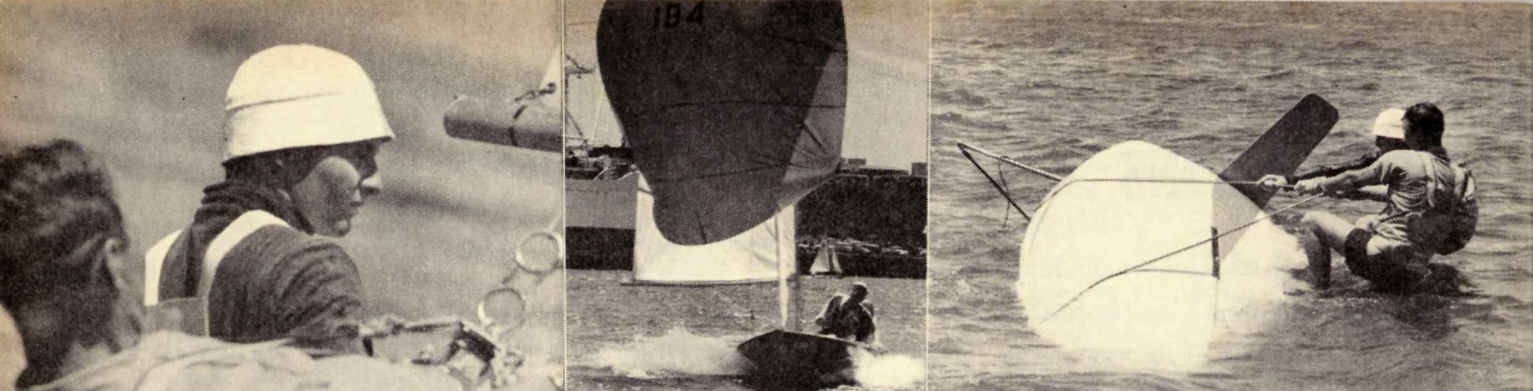


- ◆ Boatbuilding with a quality shopfitters finish.
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Peter Morgenrood, with mentor David Butler as crew, during the Inter-Club contest. A study of concentration . . .

Because one minute you are up . . .

. . . and the next minute you are over. No worry for a skilled pair.

LESSONS from the NATIONAL . . .

(Continued from page 33)

reluctant to help if no working partnership has been arranged in case they are given the "sack".

Musto and Morgan bought *Lady Clare* at the end of 1961. An old single-bottomed Doesburg hull, they repaired it and raced the next season. In 1962 they bought *Lacy C*, a new double-bottomed Doesburg, and in this hull they won many championships, including the British National Championships, European Championships, the World Championships and, finally, the British Trials for the 1964 Olympics in 1963.

This was the closest of all the wins.

In spite of having won such an impressive array of trophies, the British selectors decided on trials. Musto and Morgan very nearly fluffed the most crucial of all their regattas and came to the fore only in the last race. They were silver medallists at the Tokyo Olympics, again the winner being decided in the last race.

Their dedication to the sport can be seen in their 2½ years of preparation for the Olympics. They sailed in every regatta they could on the Continent; practised each week-end at their home club, Thorpe Bay; and embarked on a strenuous physical training programme for the entire 2½ years.

Their exercises were worked out by a physical training instructor and no matter where they went (even in hotel rooms) they stuck to the programme. The programme was one of circuits, and a typical circuit would be knee-bending until exhaustion; press ups; back pulls; lying on the floor face down and raising the back and then pull ups. The object of circuit training is to cheat the body. Each exercise is done 25 to 30 times. There is no rest between each cycle and immediately after the circuit is finished another is started. If one cycle were tried 60 times, the body could not do it, but by rotating the exercise the body is capable of performing this feat.

The two did three circuits every night.

They also played squash three times a week and put in a few hours road work each week. This is tremendous training and few rugby players in this country can match such a programme.

The principle reason for their training was to overcome their weight disability. Tony weighs 161 lb. and Keith 157 lb., a combined weight far under some of the best teams in this country. The aim of their training was to give them power and durability, thus enabling them to play their sails continually both on and off the wind.

South Africans are slowly realising the value of physical fitness in yachting and the days when a good sailor was measured by his capacity to hold beer are almost over.

John Tainton and his crew Norman Webster and the Rhodesian pair, Peter Morgenrood and his crew Dennis, trained intensively for the regatta. All four used the famous 5BX, the Canadian Air Force's programme. Gradually working their way up the charts, they found the exercises gave them tremendous stamina. Morgenrood and his crew, who are as light as Musto and Morgan, used a very interesting deviation: A half-hour spent each day chopping wood. They found this strengthened their back, arm and neck muscles and greatly aided them in some of the hard wind at Durban.

Fittings — See pictures on right

The most instructive feature of the Englishmen's visit was their yacht, *Oliver Twist*, which was built in England by Oliver Leigh. Months of thought went into equipping the boat and the result is a superb racing machine, specially designed to suit its owners.

The most original fitting on the boat is the adjustable sheeting point. It was designed by Keith, who served five years in a machine shop, and a friend who is an engineer.

As our F.D. skippers know, the setting of the genoa is vitally important to a boat's speed. If the leech is too tight in heavy weather, the slot is too small; the main backwinds and the boat travels much slower. On the other hand, if the leech is too loose in light weather, the boat will not point.

Keith believes that the mast should be the fixed constant, with the leech being easily adjusted. He spent months devising an adjustable sheeting point. It is frequently found that the wind at the start line varies greatly from that on shore and yachtsmen who cannot alter their trimming on the water begin a race at a great disadvantage.

Keith wanted to have this adjustment, but he wanted an improvement! An easy mechanism which could be altered even on a beat.

The picture is taken from above the fitting. The gadget is flush with the deck and the genoa sheet travels round the plastic cylinder on the right. The cylinder can move up and down. This means the leech can be loosened or tightened. While in the down position the cylinder can move forward, thereby giving the genoa greater fullness in the foot if the wind subsides. If an adjustment is necessary on a beat, the skipper flicks the lever on the windward side, comes about and does the same to the other fitting.

The genoa sheet gravels under the deck, through a block angled correctly for the crew while he is on trapeze.

The genoa is pulled hard in and the sheets can be seen under the deck. Originally the block was on the floor, but it pulled out. The present situation of the block is not completely satisfactory, but the extra trimming scope provided by the adjusting device outweighs the snags.

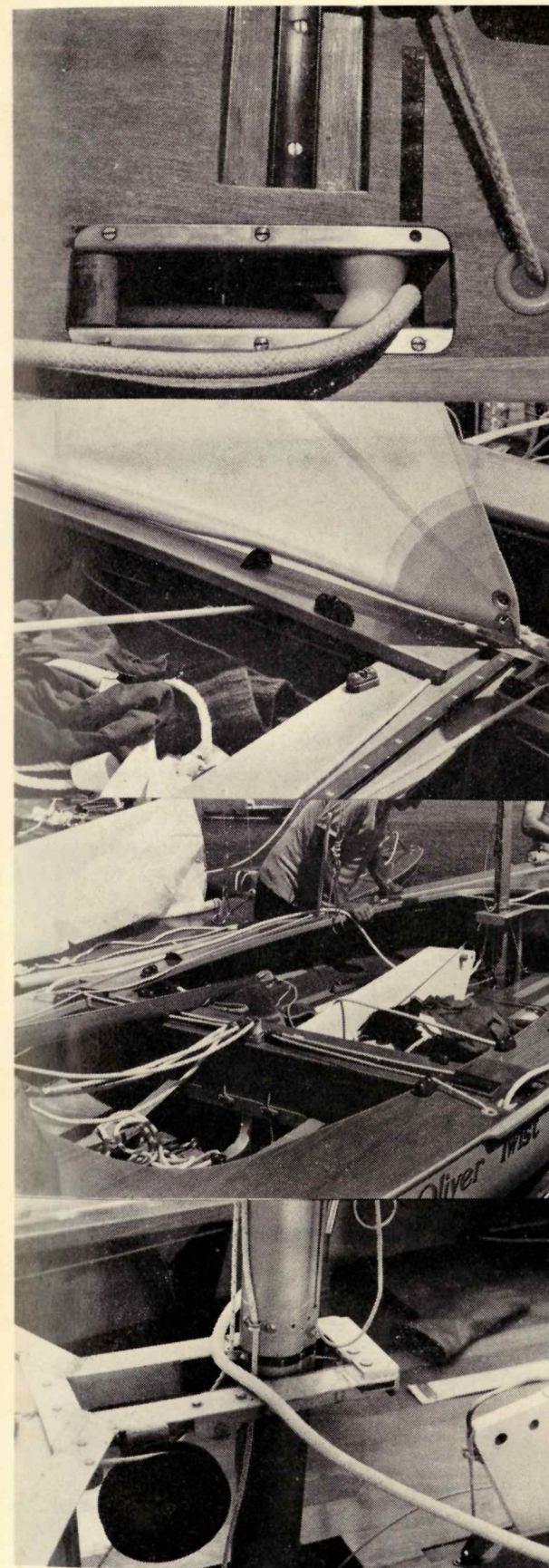
The boat is unique in that the forward section is double-bottomed while the aft—or skipper's cockpit—is single-bottomed. This arrangement supposedly gives the skipper greater comfort while providing some of the water-saving assets of a double-bottomed hull.

Keith also designed a very clever instrument for controlling the forward and aft movement of the mast. Surrounding the mast is an aluminium fitting. Directing aft of the mast is a cable which protrudes from a pulley in the aluminium fitting. The cable is attached to the drum, forward of the mast, which is controlled from the skippers cockpit. This enables the skipper to alter the mast's rake while sailing.

The forward section of the mast fitting is shown. The splayed arms supporting the spinnaker bag can be seen. The spinnaker is stowed in the bag and the elastically-operated mouth closed. This obviates the normal cleats and helps save time setting and striking the spinnaker.

The skipper's cockpit. Note the toe straps are strung across the bottom and not lengthwise.

Left is the mast. The British team used a new Proctor



"B" section mast. This is stiffened laterally, preventing sideways movement. Above the hounds, the mast is cut to make it taper, thereby making sure the top section has no sideways movement.

The "B" section is considerably lighter than the "F" section used in South Africa. To take advantage of the weight saving, Keith has not used diamonds. To provide his constant factor, a non-moving mast, he has locked the spreaders and set them aft and about two inches outside of the stay holes in the deck. This novel setting ensures the mast stands erect.

Tony (left) and Keith are seen setting a genoa before a race. On the day the picture was taken, the wind was gusting to about 20 m.p.h., too hard for such a light pair. Accordingly they used a flat, medium genoa.

While Musto and Morgan are at an obvious disadvantage in heavy weather, their weight comes to the fore in light to medium conditions. Here they are fast on all points of sailing, but especially on a reach with the bag up. Because they are sensitive to weight problems, they must change gear as frequently as a small car travelling up a steep hill.

They hardly ever use a "full" set of sails. Keith dismisses the use of full sail in a drifter as a fallacy. The full sails hang limply and have difficulty filling. South Africans should need nothing more than one medium set. These are ideal for light wind, excellent in medium breezes and more than manageable with our heavy skippers and crew in a gale basher.

However, these sets of rules are not so simple for the British pair and during the hard winds of Durban they showed a conscious effort to be properly rigged for the wind. Once the wind rose over 12 m.p.h. and stayed below 18 m.p.h., they changed to a flattish medium set: Over 20 m.p.h. called for a ¾ genoa. When they used a ¾ genoa, John Sully, John Tainton and Bryan Metcalfe carried full genoas.

They have the same difficulty on a reach. In medium to light winds, they carry a genoa and bag. If the wind increases, they furl the genoa and, if they still have trouble, down comes the bag and they travel on the genoa. They have carefully studied exactly what sails they can carry and because of their accumulated knowledge, they are able to use each sail to its maximum.

Consequently, when similar changes would upset South Africans and even hamper their sailing, the British team go very fast.

The Results

No matter how well a person trims his boat and how good his tactics are, the results are considered the criterion. And if this is true, Musto and Morgan's performance was disappointing.

They finished fourth. John Sully was first, John Tainton second and Bryan Metcalfe third. While Sully claimed four firsts and a fifth, Musto and Morgan had a second, fourth, eleventh, fifth and a third. Perhaps if they had not taken the wrong mark when they were leading once, the results would have been different.

But it would be wrong to gauge the success of their tour by their result. Their success lies in what they taught.

This does not detract from John Sully's brilliant win. There are those who claim he won on local knowledge. Perhaps this did help him when it came to tacking in Maydon Channel. But in the past two years Sully has shown himself to be South Africa's best F.D. skipper and if there was any doubt that he should not represent this country at the World Championships in Canada, his outstanding triumph in Durban should dispel the gossip.

He was fast on every point of sailing. To windward no one could touch him and on the reaches he often increased his lead by 50 to 100 yards at a time. Each race he won he did so convincingly, with the second boat coming in often three to four minutes behind.

There are those who say Sully is excellent when he is leading, but unimpressive when he has to work his way

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THE LESSONS . . .

(Continued from page 35)

through the fleet. In the last race he made a cautious start which left him a good way behind at the windward mark. He never let up and in some amazing bursts of speed he overtook and won effortlessly.

Sully is a meticulous man. Most of his victories are won on the "hard", looking after his boat and carefully choosing the correct sails for a race. No one has ever gone as fast as him in South Africa and in recognition of his overwhelming victory, our selectors should name him the country's representative as soon as possible.

None of the usual dilly-dallying, aided by those who are pushing for a series of trials, should hinder his early selection. He must be told by the beginning of March at the latest—to give him ample time to prepare for the World Championships.

With a sailor as fast as Sully, South Africa must aim for one of the top three positions at the World's. The intention is to do well, not just be represented. Sully has the ability to go fast and if our administrators want to help him place the Republic's name in the top three positions, he must be chosen early.

One of the most gratifying improvements of the regatta was the superb sailing of John Tainton, East Rand Y.C. This man achieved second place with one of the most consistent displays of sailing seen for many years. He scored two seconds and three thirds. He is a newcomer and has owned his F.D. only for little more than a year.

It is some years since a virtual beginner in the class has fought his way through to the top. Tainton has improved consistently throughout the year and now that he has claimed a second place in such hot competition, he is one of the recognised best in the country.

Another newcomer who did well is Tom McCrorie, of Point Yacht Club. He bought *Chianti* just before the end of last season and in his first National in the Flying Dutchman came tenth. When there is such a dearth of new talent, it is encouraging to see people like McCrorie and Tainton battling to the top.

The Courses

Durban is as fit to hold a National regatta of the calibre of last month's event as the city's Old Kingsmead can cope with an international cricket match.

Let's be honest: Durban bay with its dreadful channel is no venue for top-class sailing. It would be nothing short of disgraceful if another event as important as the F.D. and Finn National championship were held on such unsuitable waters.

No criticism is intended at Point Yacht Club or Royal Natal Yacht Club, both of whom could not have improved on the excellent food, entertainment and accommodation offered to visitors. Nor does this cast reflection on the bridge who coped very well, except for two minor blues. (They failed to get the correct results after one race and cancelled another race when the weather did not justify it.)

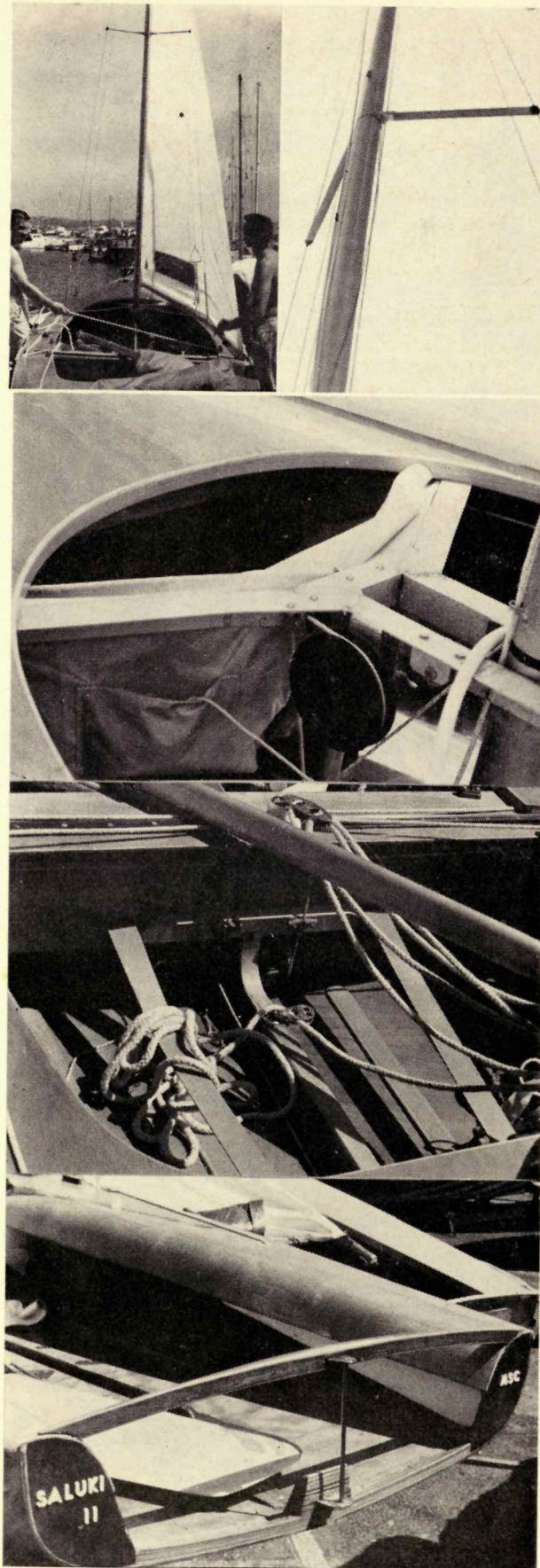
Almost to a man the visiting yachtsmen condemned the sailing waters.

Out of the six races, four of which were supposedly high-water courses, only two were held in sailable waters. On Tuesday, January 24, the tide was not high enough for F.D.s to sail comfortably with their boards down and many positions were lost by competitors sticking in the mud.

The Wednesday and Thursday afternoon races were held at high tide; the Friday was unjustifiably cancelled and the two Saturday races were held at the lowest of low tides. The low-tide courses can never be a test of a person's skill, for the cramped channel, often not more than about 60 yards wide, leaves little opportunity for imaginative tacking. The tugs and ships, although well controlled and always courteous, are an added distraction.

If Durban ever wants another major F.D. event, they must be sure to organise it outside the harbour or they will get a very poor entry.

(Continued on page 48)



SOUTH AFRICAN YACHTING—February, 1967

MSM in ACTION...

NATIONAL RESULTS

Details

TNT 2nd Overall

- Race 1 — Fourth
- Race 2 — Retired (took wrong course)
- Race 3 — Retired (caught port and starboard)
- Race 4 — Second
- Race 5 — First
- Race 6 — First

Tease 3rd Overall

- Race 1 — Seventh
- Race 2 — Second
- Race 3 — Third
- Race 4 — Seventh
- Race 5 — Fourth
- Race 6 — Second

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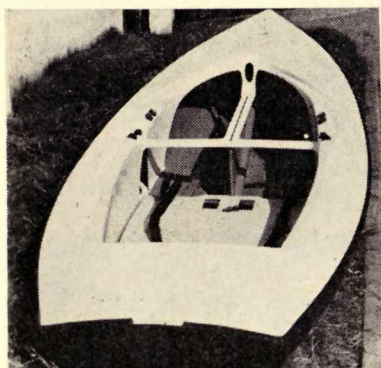
Yours sincerely,

Island Berte

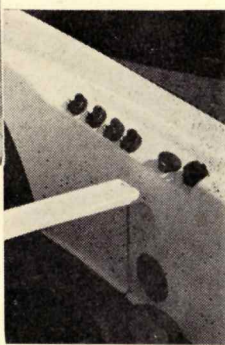
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LESSONS from the NATIONAL

(Continued from page 36)

The Growth of Our F.D. Fleet

Tony Morgan is actively engaged in building and improving the British F.D. fleet. The methods used by the United Kingdom should be noted in South Africa and those senior F.D. skippers who are so perturbed about the lack of dynamic growth in the fleet should consider doing the same.

The basis for constantly improving the British fleet is laid by a monthly bulletin, in which leading skippers regularly write about new methods, tactics and fittings. This ensures that the knowledge gained by the top soon percolates to the rest of the fleet without the inexperienced having to find out for themselves.

Regular training classes are held at Thorpe Bay (Musto and Morgan's club) and they have two other centres of F.D. sailing in the British Isles. At the classes the experts are expected to give as much help as they can to those who genuinely want it.

Some time ago, Thorpe Bay ran an invitation race for the best skippers in other classes. These sailors were asked to sail Flying Dutchmen and Finns. The result was a keen interest in the two classes by outsiders.

While the cost factor is a definite obstacle to spectacular growth in this country, Tony has promised to find (if he is asked to) about ten good second-hand boats on the Continent. These should cost, with sails, no more than about R600.

Tony Morgan and Keith Musto have shown us what to do. Surely it is time for our F.D. Owners' Association to take positive action. They must organise more regattas; training programmes, greater communication between skippers and arrange for locally-built hulls if the class is to survive the current mild lethargy it has slipped into.

The Finns

An event which overshadows the visit of the Flying Dutchman pair, the Swedish Finn skipper, Arne Akerson, and every other important step forward in Durban was Ernie Morrison's win in the Finns.

His success is great not because of his comeback to top-class Finn sailing, nor his defeat of Arne Akerson and Bruce McCurrach, but because it is the first time in South Africa that a locally-built boat, mast, boom and sail have won an international class.

If ever there was a great day for South African sailing, this is it.

The hull, a Nelson Finn, was made in Durban by Ernie's brother, Len. The mast and boom were made by Dick Lindsay, of Marine Construction, also of Durban, and the sail was cut by Bruce McCurrach, who has recently established an Elvström loft in Durban.

This all-South African combination beat the best Finn equipment in the world. It subdued Newports, H.V.M. and Elvström hulls while the famous North sails from America did not feature in the first three.

The Durban Finn regatta was a triumph for South African boat-making talent. In second place was Bruce McCurrach, naturally using his own sails; a Nelson Finn and mast and boom made by Dick Lindsay.

Ernie Shaw, of Durban, was third, using an Elvström sail.

This is the type of boost our yachting industry had yearned for. If the Finn people can do it, it is time similar combinations were made and tried by the F.D.s.

Visitor Arne Akerson was no match for the local sailors and with three firsts, a twelfth, a disqualification (across the line at the start) and a retired he limped into eighth position—not an impressive achievement for a man of his ability. ■■