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Yachting

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NATIONAL REGATTA

PICTURES AND REPORT BY BIANCA LAVIES

A NATIONAL not soon to be forgotten. It was enormous! Nearly 300 boats, at least 21 social events and hundreds of yachtsmen crowding the clubs, the hards and trying to find parking for their cars.

From the windy shambles of the first week, with broken gear, capsize and collisions with tugs, to the very serious and close competition of the last week there was never a dull moment. Those following the event closely held their breath on many occasions.

The organisation was splendid—and so it should be with all the planning that had preceded the event. Eighteen months earlier they had started, with the formation of a committee under the chairmanship of Bob Lambert, the President of S.A.Y.R.A. and also the President of the

Natal Yachting Association.

In the then existing congested conditions the first problem they had to tackle was boat parking. The City Council's generous co-operation provided a newly-reclaimed area with parking for 200 boats and an additional slipway which, so far as the parking was concerned, "made" the regatta.

Various sub-committees were formed to deal with other matters.

The public relations committee, with Hamish Campbell as convener, had been responsible for publicity, printing of programmes, liaison with the sponsors and the South African Yacht Racing Association.

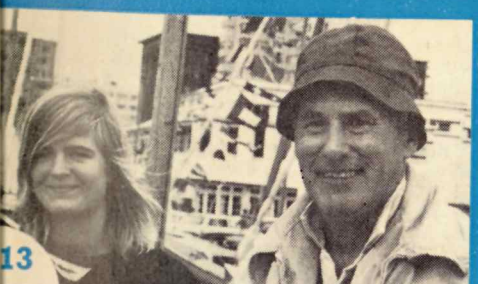
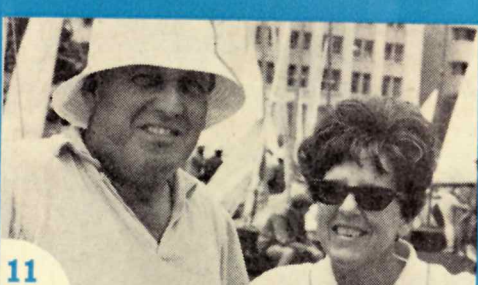
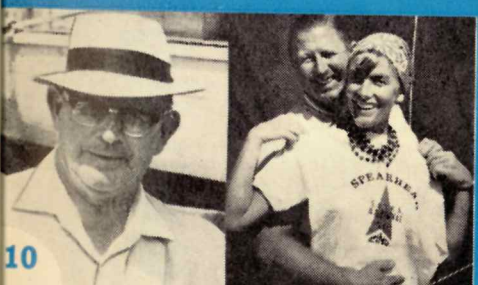
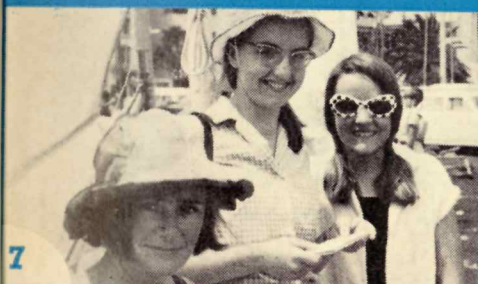
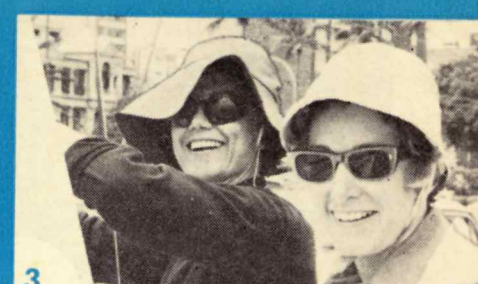
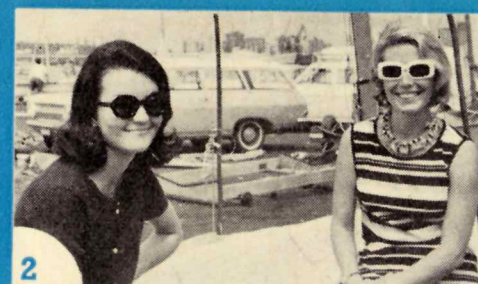
The technical committee, with Ernie Morrison as con-

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1. At the welcoming party for the first week at the Point Yacht Club: from (left) Mr. Bob Lambert, President of the South African Yacht Racing Association, Captain L. A. Dickinson, Nautical Adviser, and Mr. Bob Fraser, Commodore Point Yacht Club.
2. Mrs. Bob Dutton of the Loch Vaal Yacht Club and Mrs. Georges Baikoff of the Transvaal Yacht Club.
3. Sprog skipper June Henson (left) and her crew Jean Humphreys of V.L.C., who sailed Salamander.
4. Assistant regatta secretary Poppy van Bredow, P. Forster, Zeekoevlei Yacht Club, helped with communications.
5. Fin Heunis and his crew Ralph Ehlers from Pretoria.
6. From left Mrs. Susan Saul from Johannesburg, Paul Helmbold V.L.C., Aiden Barrett, East Rand Yacht Club, Jean Sinclair, Zeekoevlei Yacht Club, who skippered a Sprog.
7. From left Judy Williams from Hermanus, who crewed for Helen Andrews in a University of Cape Town Sprog. With them is Lyndall Andrews of Cape Town.
8. Neill Bramwell (left) of the Zeekoevlei Yacht Club and his crew Lester Smith of Johannesburg study their Spearhead from a different angle.

9. Winners of the Tempo class, Mrs. Molly Warr and her crew Dieter Bondzus.
10. Bob Lange, part of the hardworking team on the bridge. The Secretary of the Spearhead Association Jim Horn and Bianca Lavies promoting Spearheads.
11. Sprog skipper Frank Thompson and Mrs. Daphnie Logie of Port Elizabeth.
12. Ma Watt of Knysna and her crew Richard Perks.
13. Jack Köper and his crew Cheryl Warr.
14. Paddy and Phil Pearce, President and Secretary of the Sprog Association, and newly elected public relation officer, Allan Brooks (left).
15. From left Messrs. Eric Burner, Bob Lambert, Basil Lindhorst and Bob Fraser at the prizegiving for the first week.
16. Spearhead winners Doug Harrowsmith and his crew Keith Lesley (left).
17. Gerard Köper received the Sprog trophy from Mrs. Bob Lambert.
18. Molly Warr and crew Dieter Bondzus receive their national Sprog trophy.

FIRST WEEK AT DURBAN . . .





This is why Sprogs always field the biggest fleet at any National Regatta—the most vivid fun and hardest competition for the outlay in time and money. The cockahoop pair are Glen Loudon, of Point Yacht Club, and his crew David Buckley.

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vener, John Sully and Bob Fraser, had the task of preparing sailing instructions and courses, arranging mark and line-laying and dealing with many other technicalities to ensure racing conditions of the highest standard.

Bridge arrangements were in the hands of the Bridge Officers' Association with their president, Bill Cranko as convener, providing judges, time-keepers, starters and signallers. Rescue craft were in the hands of Malcolm Gibbs.

There was a regatta secretary for each of the three weeks. For the first there was Hamish Campbell, the second Joe Harris and the third Dan Smillie.

Assistant regatta secretary for the first week was charming Mrs. Poppy van Bredow, of Bloemfontein, who has been secretary of the Bloemfontein Yacht Club since 1951. This was her seventh national regatta in succession in which she helped. She even found time to help with the Dabchick starts.

Helping Dan Smillie the third week was efficient Bruce Williams.

Jean Bechet of B.P. was also a great administrative help in the regatta secretary's office throughout the three weeks.

Also contributing largely to the success of the regatta was the co-operation of Durban's Port Captain Terry McKinnon and Captain Leslie Dickinson, nautical adviser, who allowed the racing to take place in the bay and permitted and helped with the Royal Cape One Designs racing off-shore. And thanks should yet again go to the South African Navy for their guardship *S.A.S. Johannesburg* and to the launches who towed the R.C.O.D.s in or out and took spectators on board.

FIRST WEEK

THIRTY-ONE Spearheads, 60 Sprogs, 30 Enterprises, six Bosuns, seven Flying Fifteens, 13 505s, seven O.K.s, seven Fireballs, 11 G.P. 14s, 13 Tempos, 17 Dabchicks. Altogether, with some late entries, a total of 201 boats.

The new parking area was a blessing.

All the visitors were there and guarding the new slipway was Charlie Allen and his assistant Cyril Frances. Charlie was one of the busiest men in the regatta, getting the large fleet into the water in the shortest possible time and afterwards checking as they came ashore.

A small wooden "home" was erected for him at the top of the slipway. Other things one noticed at the beginning of the regatta were two enormous 500-gallon drums at the top of the slipway containing By-Prox detergent supplied by B.P. in small plastic buckets (which one could keep) to remove oil from boats.

Rothmans' familiar blue mobile unit was there again. Rothmans did a splendid job printing blue and white course charts, sailing instructions and programmes. They also looked after the announcing system and many other matters.

One of the skippers said after the first week: "The beauty of it was that there were plenty of course charts. Each time you needed a new one nobody moaned."

The social events of the first week were well attended. The welcoming party, the first week party, the regatta dance and in particular the 505 film show. The only complaint of many was: "We were a bit too clapped at night after the day's sailing."

There were also the class association meetings and dinners; and a particularly hilarious one, I believe, was the Spearhead Association's where Secretary Jim Horn (after plenty of red wine) "told the boys what he thought of them".

The life of the evenings were without doubt the University of Cape Town students—25 of them. The Y.M.C.A. still wonders what hit their quiet building on the Esplanade. Even the yachtsmen at first threw some surprised glances at 6-ft. 2-in. John Bell riding a size 24 girls' bicycle among the boats . . .

It was not all play, however.

The students did some splendid sailing. Notable in the Spearheads was the fact that they gained second and third places overall (as well as tenth and thirteenth). And *Popsy* sailed by Mopsy (Sue Baxter) and Popsy (Jean Russell)

turned out in each race, which was a good effort as they were really too light in the strong winds.

As far as the sailing is concerned it proved to be a first week of howling gales, dismasting, collisions, capsizing and almost incredible congestion on Durban Bay. And it was this crowding when I spoke to yachtsmen after the end of the week, which many had against the regatta.

"The courses were the best that could be laid in the circumstances, we realise that." "The beats were a bit long." "It was far too congested in the channel. This is not racing any more—it depends on luck in many cases. Particularly with all the shipping cutting through the dense fleet."

The sandbanks were a complaint, too. "Even at high tide our centreboard touched."

Many a good word was said about other things, such as: "The organisation was excellent"; "the launching and parking facilities splendid"; "the buffet lunches cheap, good and quick", etc.

Saturday, January 7

The tuning-up race in the afternoon attracted crowds. They lined the yacht mole, below the judge's box, from where the race was started, and extended to the end of the pier.

Sunday, January 8

A howling south-wester caused the tuning-up race for the afternoon to be cancelled.

Monday, January 9

The first official day of the regatta. Pennants flew gaily from the Point Yacht Club and Royal Natal Yacht Club flag-masts, brightening a grey day.

Fifteen Dabchicks started the first race in the morning. Leading throughout was Derrek Morrison, of the Point Yacht Club, followed by Warwick Stevens, of the Victoria Lake Club, who was overtaken on the last reach to the finish by Pam Goldsmith.

In icy winds, pouring rain and a gusty south-easterly the other classes started their first race in the National in the afternoon.

The trimaran *Gay Jock* was the committee boat. She formed part of the starting line and carried the judges.

The first class were the Spearheads. Doug Harrowsmith of the Transvaal sailed an excellent race. He was well back

The Spearhead's windy start of the second race. No. 184 is E. Dokoupil, of Durban and 116 is Jim Horn, of the Victoria Lake Club, who later had a collision with a tug as his dinghy was running wild.



after the start but made up a number of places till he caught and challenged Bob Brunea, who was lying third, on the first reach. He managed to get to weather of him crossing the banks on the spinnaker reach. The next boat he caught was Basil Beavan of Durban. Then he went ahead to challenge the leader, J. Versfeld, of the University of Cape Town Yacht Club, who he managed to pass on the beat of the last but one leg. Versfeld finished second with Dave Denley of Durban third.

The Sprogs were next national class to start. Cecily Harris, of the Island Sailing Club in Durban, led round the first mark followed by Gerard Köper, of Zeekoevlei Yacht Club, and Jack Goldsmith, of Point Yacht Club. Then Köper took the lead and kept it till the end. Jack Goldsmith was second till he lost his place on the last beat, when he "misjudged a tug" which cost him a number of places. Brian Vickers, of the University of Natal Yacht Club, made up seven places on the last leg to finish second, with Cecily Harris third and David Hudson fourth.

Jack Köper, of Cape Town, led the Tempos for most of the race till Molly Warr, of Cape Town, overtook him on the last run to the finish. Köper was second and Willy Combrink, of Hermanus, third. The race was close throughout between those first three boats.

The Enterprises had their own start. The race was close between Tony Bennington of the Transvaal and Wilfrid Hancock of Durban. Bennington took the lead half-way on the long leg to the first mark and managed to keep Hancock behind him, who was close on his heels for the whole race.

Third was S. Smith of Pretoria and fourth Ernie Shaw of Durban. David Alexander of Durban was unlucky to tear his mainsail in half when it snagged the committee boat's bow.

Tuesday, January 10

In the morning, for the Dabchick race, there was a medium-strong easterly, but it came up strong half-way through and a large number of boats had to be towed in. Seventeen started; only six finished.

Derrek Morrison led throughout and won with a big lead with Warwick Stevens second and Pam Goldsmith third.

Towards lunch the wind became stronger and the Bluff

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In no sport is the sense of speed and the joy of skilled control higher than in dinghy racing. Here the very essence of the game is captured, as Peter Collins and his crew in Flavonius go seething along, during the first week's hard going.

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signal station recorded 40 m.p.h. at the time the race was to start.

Part of the fleet ventured out and many came to grief as soon as they were out of the shelter of the yacht harbour.

Rescue launches had their hands full, towing in water-logged craft with their bedraggled skippers and crew hanging on for dear life.

Those that did stay up thoroughly enjoyed an exhilarating sail, skimming at fantastic speed across the water with spray flying.

Finally the committee boat came back, herself towed in by the launch *Jonathan* and flying the cancellation flag.

Wednesday, January 11

A day of complete carnage not many will soon forget. For the morning a resail of the previous afternoon's race had been scheduled.

A gale-force south-wester capsize many before they had even reached the starting line.

Worst off were the Spearheads. The ones that did manage to reach the first mark were over not long after. The bay soon looked like a battlefield of masts, spars and upside-down craft.

Of the 31 Spearheads only one finished—N. Grootes, of the University of Cape Town Yacht Club, who made his achievement even greater by finishing under full sail.

Tough luck on Dave Wishart who, with Skip Roberts as crew under jib only, spent practically the whole race capsizeing and bailing. They carried on regardless, but 10 yards from the finishing line they sailed completely under and had to give up.

Two Transvaal Spearhead skippers had another experience they will not soon forget . . . they both hit a tug. Jim Horn hit one head-on to prevent crushing his crew, his wife Peggy; and Robert Boyd was nearly nicked by a tug's propeller. Both were out of control after a capsize. Luckily no one was hurt and the damage to the boats was repairable.

Only two of the 13 Tempos finished, with Keith Rib-

bink, of Royal Natal Yacht Club, first and P. Oeschger, of Zeekoevlei Yacht Club, second.

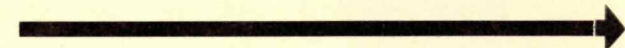
Only 17 of the 60 starters finished in the Sprogs. David Hudson was first, followed by G. Köper and David Cox of Durban.

Ernie Shaw was the first Enterprise, finishing the race without a capsize. He was followed across the line by Michael Noyce and S. Smith.

The damage done in the race, particularly to the boats of the up-country yachtsmen with their lighter gear, was enormous. Sails were ripped, rudders broken and there were five Spearheads with broken masts.

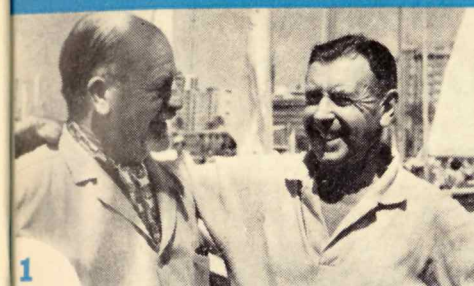
The third race, scheduled for the afternoon, was cancelled.

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1. Hans Weis of Welkom, president of the Sharpie Association, chats to Ron Weston of the Henley Midmar Yacht Club, skipper of Ricochet.
2. Hardmaster Charlie Allen and his assistant Cyril Frances (left).
3. These three travelled 1,700 miles from Windhoek towing their F.D. to take part. From left Gertz Klöhn, his crew Hans Berker and Brigitta Klöhn.
4. Swedish current Finn champion Arne Akerson and Ernie Shaw, South African champion 1966.
5. Ted Dunster and Monty Charlton Jones, the information unit.
6. Keith Musto (left) and Tony Morgan, the British F.D. team.
7. Wibo Zwart of Knysna.
8. Regatta Secretary Dan Smillie and his assistant Jean Bechet of B.P.
9. Sharpie skipper Sam McIlraith of Boskop Yacht Club and Jean Pritchard, a member of his crew.
10. Finn skipper Neil Menzies of Pretoria Sailing Club.
11. Neil McInnes and his crew Mike Storm of Durban.
12. Visitors from Lourenco Marques: Armando Casimiro and his son Ruy Filipe.
13. John Tainton (right) and his crew Norman Webster of the East Rand Yacht Club.
14. Finn skipper Chris Bertie of the Zeekoevlei Yacht Club.
15. Finn skipper Tony Humphris of Cape Town.
16. Don Ord, David Butler and Jay Hagger of Salisbury.
17. Sharpie skipper Trevor Wellbeloved and his crew Keith Elliott and John Taylor, all from Victoria Lake Club.
18. F.D. skipper Basil Joyce and his crew Barry Barbour from Cape Town.

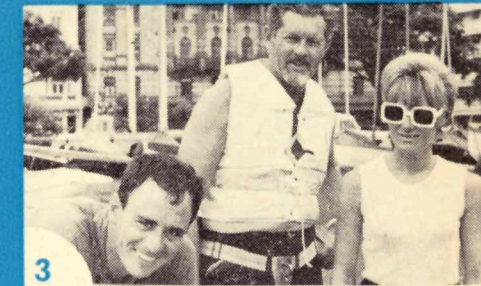
MORE BAYSIDE FACES . . .



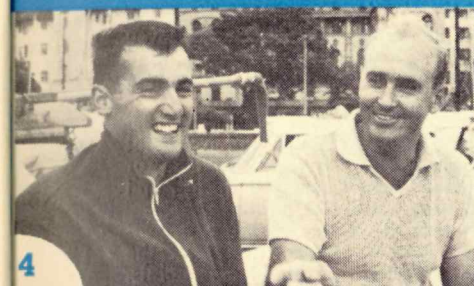
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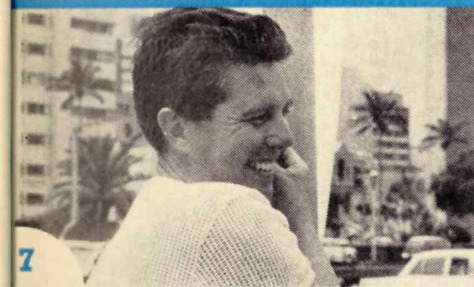
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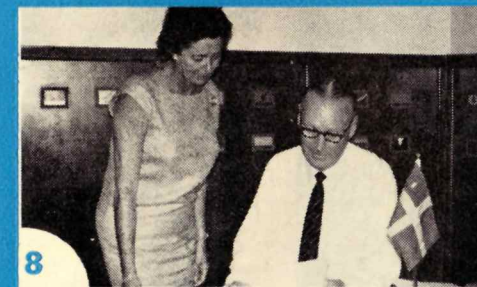
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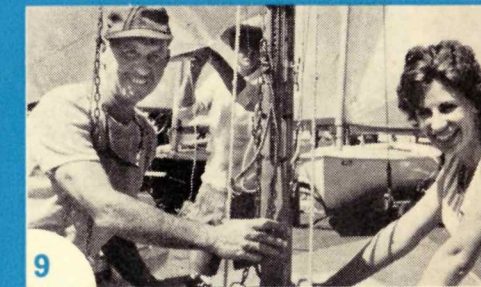
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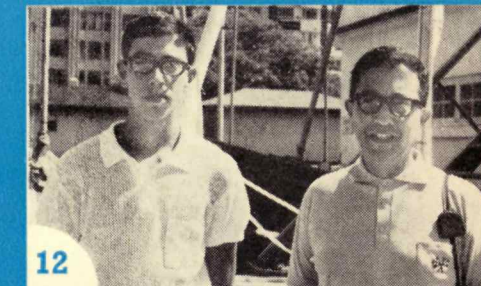
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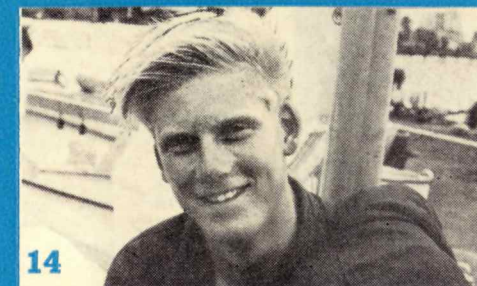
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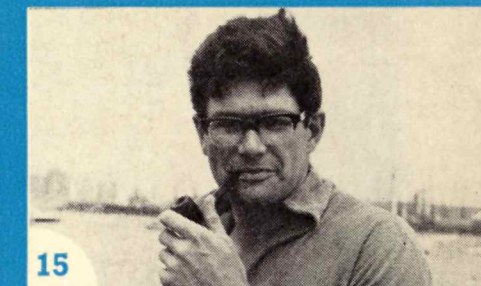
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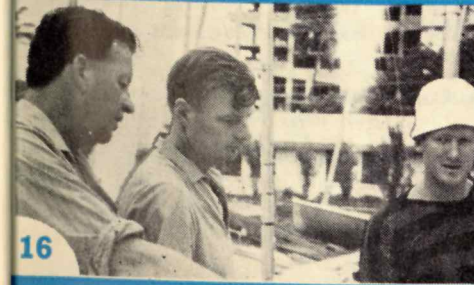
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Thursday, January 12

Two more Dabchick races that day were both won by Warwick Stevens—the third round with Derek Morrison second and A. Allan of V.L.C. third—and the fourth round with Pam Goldsmith second and Derek Morrison third. His worst race of the week.

That morning there was the Inter-club which saw seven Spearheads and 12 Sprogs on the water, each representing a club in South Africa. It was a sunny morning with a light easterly wind.

Doug Harrowsmith won the Spearheads sailing for the Redhouse Yacht Club, with the fantastic lead of eight minutes, scoring 1,004 points. Next was A. Versfeld, for the University of Cape Town Yacht Club, 703 points, and Basil Beavan, for Island Sailing Club, 527 points.

In the Sprogs inter-club race G. Köper, sailing for Zeekoevlei, pulled farther and farther ahead throughout the race till he won by five minutes, scoring 1,277 points. Second was Colin Forster, sailing for the S.A.N.S.A., with 976 points; and third Cecily Harris, for Island Sailing Club, 800 points.

For the third race in the afternoon (the official fourth round) it was overcast. The winds were still light and the fleet sailed a course which started at the bayhead.

In the Spearheads P. van Oerle, of Redhouse Yacht Club, was first round the first mark, but Doug Harrowsmith, then second, took the lead on the fetch of the second leg. Doug pulled ahead to win by an enormous margin from Van Oerle, who was followed across the line by G. Warren, of the University of Cape Town Yacht Club.

In the Sprogs there was a neck-and-neck battle between David Hudson and C. Manson on the first leg, but Nicky Korving, of the University of Natal Yacht Club, walked away with them all. He made up five places during the race to get the gun. David Hudson was second and G. Köper third.

In the Enterprises it was a close race between Hancock and Bennington on the first round. The gun, however, went to Hancock with S. Smith second and Bennington third.

Molly Warr, who had retired in the gale of the previous day, scored her second win in the Tempos with J. Spilhaus, of Zeekoevlei Yacht Club, second and W. Combrink third.

Friday, January 13

Two more races were held that day. In the morning the scheduled fifth race in the contest and in the afternoon the resail of Wednesday afternoon's third round.

There was a north-easterly for the morning's race which became quite strong towards the end and caused several capsizes.

Although Versfeld had taken an early lead in the Spearhead Class, the gun went to Dave Denley with Doug Harrowsmith second.

G. Köper won the Sprogs, with A. Bruins second and S. Donkin third.

Ernie Shaw scored another win in the Enterprises, with Don McKenzie second and G. Lawson third.

Jack Köper got the gun in the Tempos, followed closely by Molly Warr. F. Oeschger was third.

The wind changed to the north-east for the afternoon's race and the barometer dropped to an alarming extent, but

LEFT, TOP TO BOTTOM:

Bruce McCurragh skippering the 505 Makati and flying a suit of sails made in his own Durban loft.

Dave Wishart, of Point Yacht Club, screams along in the Spearhead Volante.

Bill Davidson and his crew, from the Zululand Yacht Club, sitting pretty on the Enterprise Eclipse.

the buster held off till the race was over that evening.

Although Harrowsmith led the Spearheads for most of the race, Versfeld got ahead of him on the last round to get the gun. Harrowsmith was second with H. Warren, of the University of Cape Town, third.

A. Bruins, of Hermanus, made up two places in the Sprogs to get the gun, followed across the line by G. Köper who had caught up five boats. Stewart Donkin was third.

In the Tempos Jack Köper and Molly Warr had an exciting race. Molly was leading—only just—on the last leg when Jack tacked into the current in the channel which paid him off. He got the gun, with Molly second and F. Oeschger third.

Tony Bennington became the Enterprise winner with A. Avents, of East Rand, second and S. Smith third. Ernie Shaw was fourth.

The Dabchicks had their fifth round that day, won by Derek Morrison, with Warwick Stevens second and B. Shuttleworth of Pretoria third. This put the two leaders very close and the next day's race would be the deciding one.

Saturday, January 14

A stiff south-westerly, but not too stiff to enjoy a good race—and there were only a few capsizes.

In the Spearheads Doug Harrowsmith scored a final win, to make him—with two firsts, two seconds and one retirement—the national Spearhead champion.

Second in that last Spearhead race was Bob Bruneau, and Dave Wishart third.

In the Sprogs A. Bruins won the last race with Arthur Stiles of the P.Y.C. second and Colin Forster third, but the national championship went to Gerhard Köper, of Zeekoevlei Yacht Club, who had scored two firsts, two seconds, and a third and a fifth.

The last race was the deciding one in the Enterprises between Ernie Shaw and Tony Bennington and it proved an unlucky one for Bennington. He had to win it to become national champion, and come in the first six to come second overall. Instead he broke his rudder before the start. He repaired it temporarily but finished thirteenth which gave him third place overall.

Ernie Shaw, winner of the last race, became national champion.

Particularly notable in the other categories in the O Class during the week was young Robert Bowden of the Point Yacht Club, who won the Bosun Class with six firsts, the only skipper in the regatta to achieve such a record.

Rienk Duursma, of Point Yacht Club, won the O.K. Class with four firsts, which was the next best score.

The final Dabchick race was won by John Herridge of Zululand. Derrek Morrison was second, A. Allan third and W. Stevens sixth, which made Derrek national champion.

Although she capsized twice before the start of the last race, Molly Warr managed a third in the stiff winds which gave her the national. Very well done indeed, considering the tough winds we had that week. Molly scored overall 1, R, 1, 3, 2, 3. Am I wrong, or is it the first time that a woman has won in the national regatta? J. Spilhaus was second, John Thompson third and Jack Köper fourth.

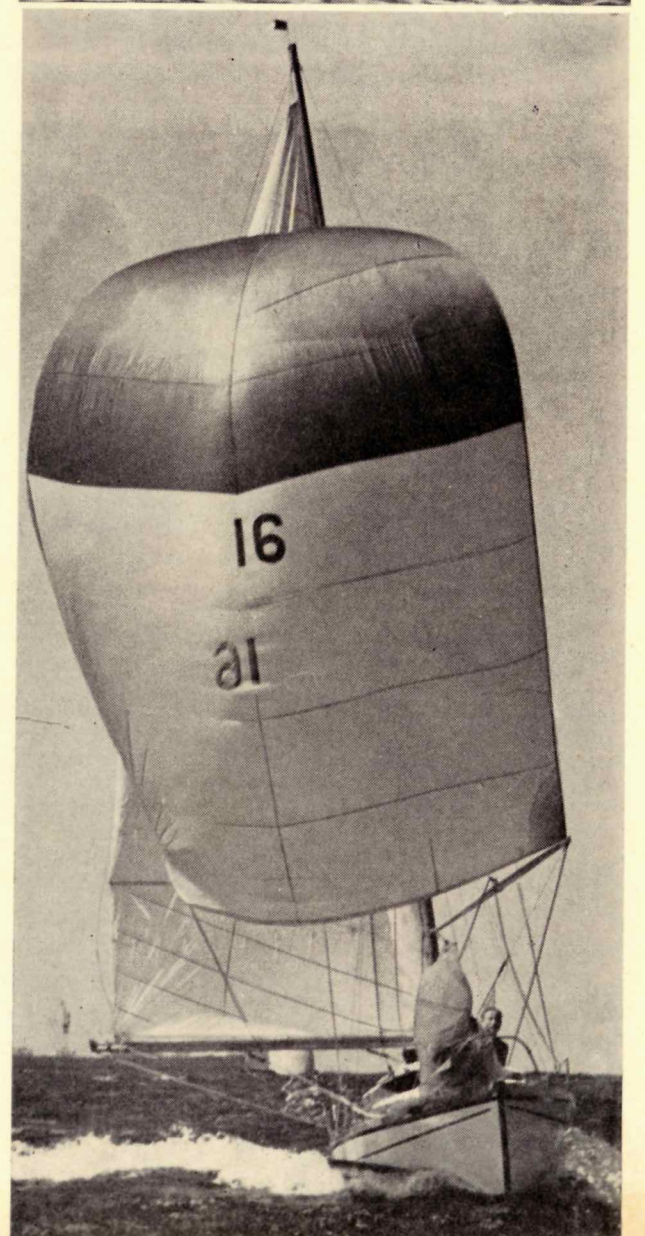
Second week . . .

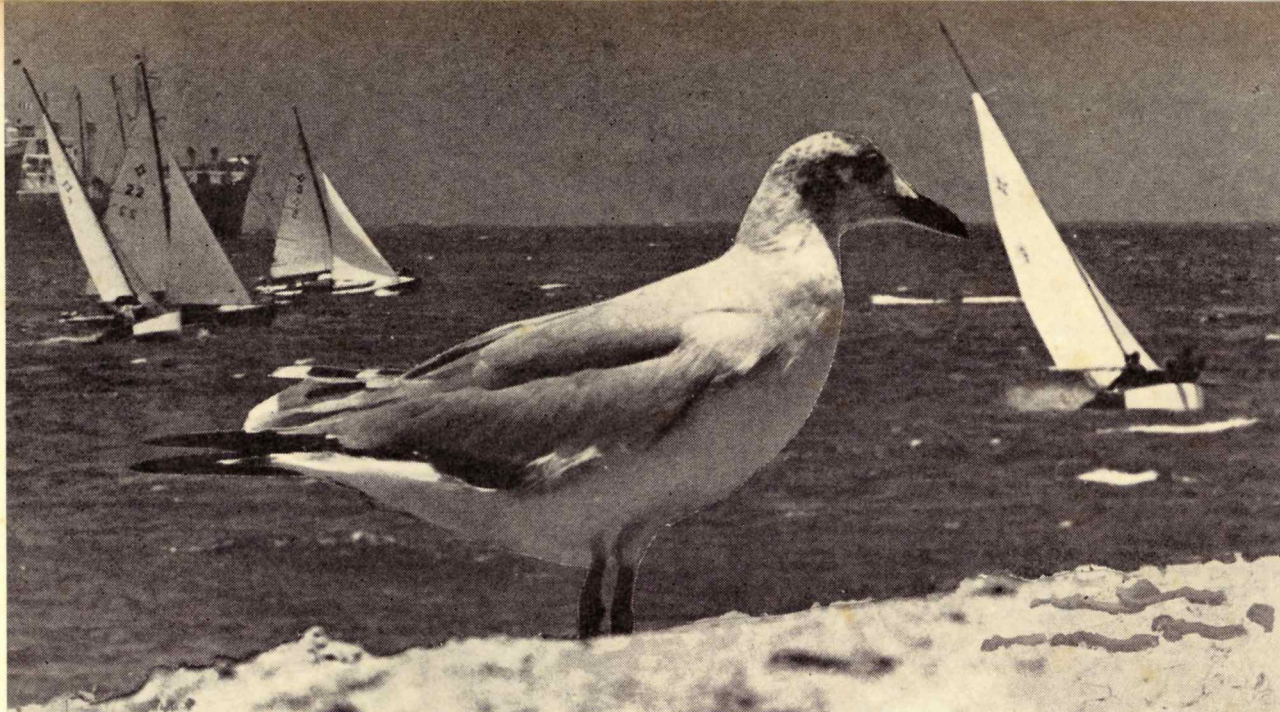
THE minesweeper *S.A.S. Johannesburg*, under command of Lt.-Commander J. Bitzker, arrived in Durban to act as guardship and it was all very much like a Lipton cup.

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RIGHT TOP: The RCOD Foxhound passes the much-appreciated SAN guardship Johannesburg, at one of the second-week starts.

RIGHT: The RCOD Alhoa plunging along at maximum speed in a lumpy sea.





A phlegmatic seagull casts a beady eye over part of the R.C.O.D. fleet off Durban beach—left to right, Thekwini, Foxhound, Cirrus and Columbine, with an anchored freighter, all bunched together in a telephoto shot.

THE NATIONAL . . .

(Continued from page 23)

Nine Royal Cape One Designs took part in the contest. From the Cape: *Cirrus* skippered by Jerrold Salamon the 1966 champion; *Schatzi* (Ken Warr); *Lash* (John Levin); and *Alhoa*, skippered by Ivor Jamison. From Durban there were *Thekwini* (Gordon Neill); *Ariel* skippered by David Cox; *Columbine* (Bob Nuttall); and *Foxhound* skippered by Bruce McCurrach.

The last boat to arrive was *Spray* from East London who was the only R.C.O.D. sailed up to Durban by her own sails. Her owner, Bunny Curran, also sailed her back afterwards.

The race committee, under chairmanship of Dick Prior, delegated its officials each day to go out to sea.

Among the honorary judges were Port Captain Terry McKinnon; Captain Leslie Dickinson, nautical adviser; Mr. Bob Lambert, the President of the South African Yacht Racing Association; Mr. Bob Fraser, Commodore of the Point Yacht Club; and Mr. Walter Marriott, the Vice-Commodore of the Royal Natal Yacht Club. The Commodore of the R.N.Y.C., Mr. Gordon Neill, was sailing in the contest.

The minesweeper left at 8.30 a.m. each day with the officials on board who determined the course according to the wind. The course an Olympic one, was 14 miles long.

Attendant craft pulled the R.C.O.D.s in or out of the harbour entrance and also took spectators.

Racing started each morning at 11.

There was radio contact between sentries in the Rothmans' mobile unit at the yacht bank, at the Bluff signal station and at the guard ship, which kept the Rothmans' staff informed of positions at marks and final results, which were broadcast over the hards to keep yachtsmen informed on what was happening at sea. It was an excellent and efficient arrangement.

The social gatherings for the week consisted of two parties, a dinner and the final prize-giving during which Mrs. John Prangnell, wife of the secretary of the P.Y.C., presented the prizes.

Monday, January 16

Grey skies and a stiff south-westerly greeted the first day of the off-shore racing of the Royal Cape One Designs. The atmosphere round the yacht clubs was very much like a Lipton Cup with spectators buying lunch packets and booking on attendant craft.

Yachts left soon after nine and sailed out under their

own steam through the harbour entrance as it was a following wind.

The wind was 34 m.p.h. at the start. *Cirrus*, from Royal Cape Yacht Club, skippered by reigning national R.C.O.D. champion Gerald Salamon, started fourth to leeward and took the lead after one-third of the first beat.

He was first round the windward mark followed by *Thekwini* skippered by Gordon Neill.

The third boat, Bob Nuttall's *Columbine*, was just making the mark on the starboard tack when *Foxhound* (Bruce McCurrach) tacked ahead of him. *Columbine* tried to pull round *Foxhound's* stern but was hit by it when *Foxhound* started drifting backwards after she got into irons when she went about.

The result was a 1 ft. by 2½ in. hole in *Columbine's* side just on the waterline, which forced her to retire as she was leaking.

...*Schatzi*, Ken Warr, and *Ariel*, David Cox, rounded the weather mark next.

A reach followed and after that another reach during which the only boat daring to set a spinnaker was *Thekwini*, who soon took it down again.

At the end of the triangle *Cirrus* had increased her lead and *Alhoa*, Ivor Jameson, was lying second with *Schatzi* third.

Following was a run on which all craft set spinnakers and then the final beat to the finish. This was the toughest part as by that time the wind had increased to 40 m.p.h.

The first three to finish were all Cape boats. *Cirrus* first, with the big lead of about half a mile, then *Alhoa*, *Schatzi*, *Thekwini*, *Ariel*, *Lash* (J. Levin) and *Spray* (Barry Curren).

Tuesday, January 17

On a calm sea in bright sunshine and a 13 m.p.h. north-easterly wind the yachts started their second race.

Columbine, *Lash* and *Thekwini* tacked out to sea soon after the start while the others stayed closer inshore.

Thekwini was the first to round the windward mark, approximately 30 seconds ahead of *Schatzi*, followed by *Alhoa* and *Cirrus*.

Thekwini and *Schatzi* fought it out on the two reaches that followed and rounded the leeward mark practically together, but *Schatzi* got well ahead on the following beat and rounded the next mark first, followed by *Cirrus*, *Thekwini*, *Alhoa* and *Foxhound*.

Then the wind increased and on the last beat to the finishing line it was blowing 24 m.p.h. *Schatzi* kept her lead on the run and increased it on the beat to the finish which she crossed with a good lead followed by *Alhoa*.

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Thekwini's Gordon Neill (skipper) David Hudson, Allan Hudson and Mickey Thomas.

Alhoa's Ivor Jamison (skipper) Mike Attwood, Dave Wright and Tom Morris.

Foxhound's Skip Roberts, Norman Murdie, Bruce McCurrach (skipper) and Johan Louter.

BELOW:

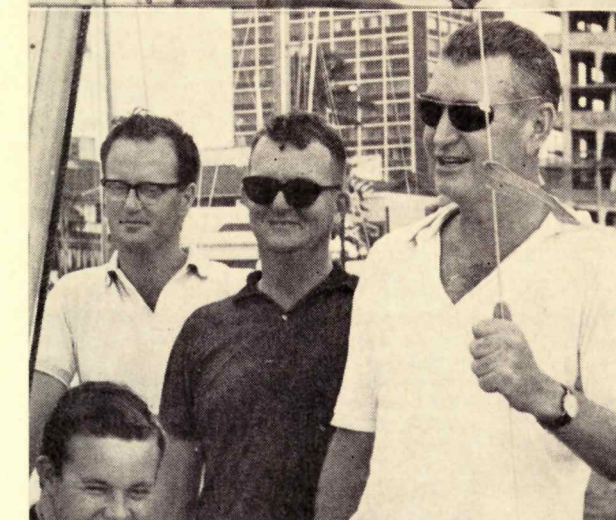
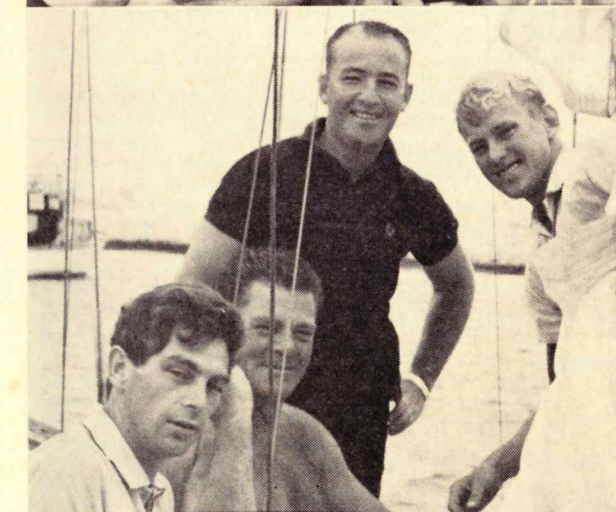
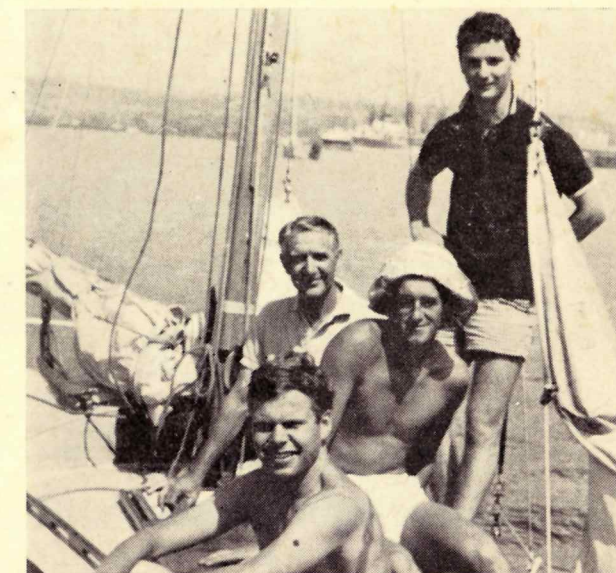
Lash's John Levin (skipper), Dolf Tigler Wybrandt, Dudley Turner and Rodney Smith.

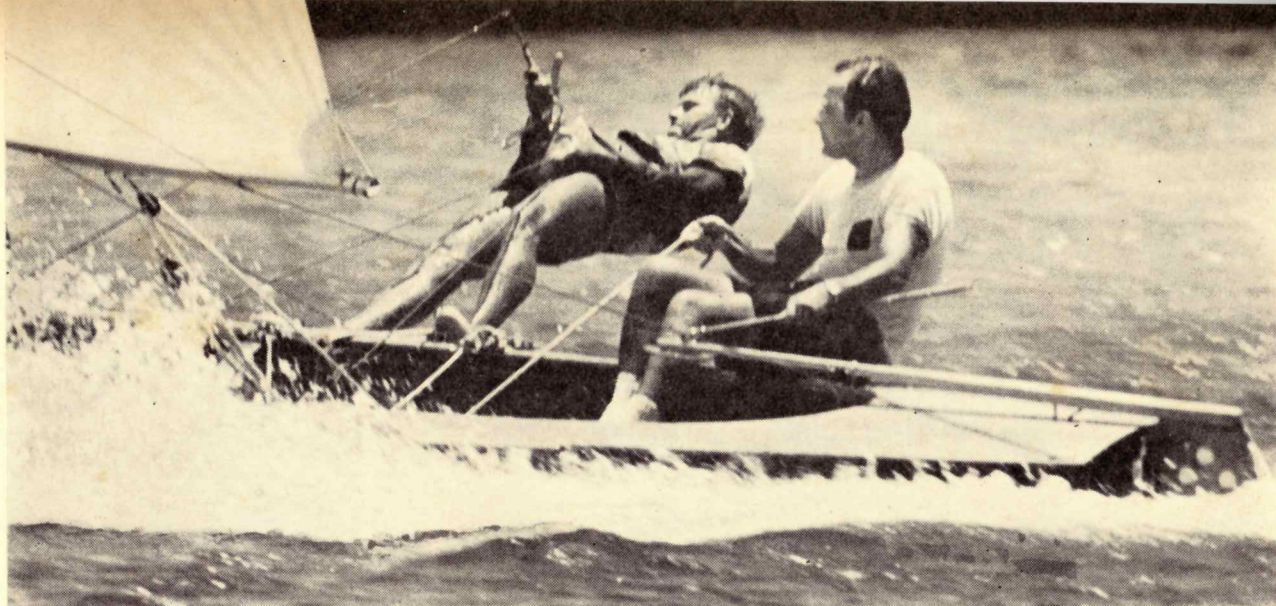
Columbine's Bob Nuttall (skipper), Basil Beavan, Roy Raymond and Brian Vickers.

Ariel's Greg West, David Cox (skipper), Norman Oliver and Pieter Trickey.



R.C.O.D. CREWS: Winner *Schatzi's* David Abromowitz, Ken Warr (skipper), Jeremy Johnson and Dieter Bondzus.
Cirrus's Ronnie Hood, Alec Schillinger, Jerrold Salamon (skipper) and Michael Dorer.
Spray's Robin King, Alan Fairweather, Dave McFadden and Bunny Curran (skipper), *Spray* was sailed from East London and back.





BRILLIANT JOHN SULLY and his F.D. crew Alec Hardy, wiped the floor with their classic relaxed style and impeccable sail trimming.

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Cirrus, Foxhound, Thekwini, Columbine, Lash, Ariel and Spray.

Wednesday, January 18

For the third race there was a 25 m.p.h. south-westerly at times gusting to 36.

Cirrus and *Schatzi* were the last to cross the starting line, but *Schatzi* reached the weather mark first.

There was no change in their positions on the next two reaches and the order of the fleet at the end of the triangle was *Schatzi, Cirrus, Alhoa, Foxhound, Thekwini, Columbine* with *Spray* and *Lash* well back.

Then followed the beat at the end of which *Schatzi* again was the first to hoist her red spinnaker for the run back. *Cirrus*, with her red, white and blue spinnaker, was not far behind and the run back was breathtakingly close with the two yachts sailing alongside each other. *Cirrus* pulled slightly ahead one minute and *Schatzi* the next, but *Schatzi* was first round the last mark, just ahead.

On the final beat the first three boats were close and at one stage it looked as if *Alhoa* was leading. Just before the finish *Cirrus* managed to pull ahead to get the gun, only one second ahead of *Schatzi*, followed 16 seconds later by *Alhoa*.

Following were *Foxhound, Thekwini, Ariel, Columbine, Lash* and *Spray*.

Thursday, January 19

A 16 m.p.h. southerly wind and a calm sea.

Alhoa had a beautiful start and was well away before the others, followed by *Schatzi* and *Foxhound*.

Foxhound took the lead on the beat to round the first mark first, followed by *Schatzi* and *Cirrus*.

On the following reach *Schatzi* took the lead and was first round the second mark. *Foxhound* and *Cirrus* were next, rounding it together. They fought it out to the next mark but rounded that together also.

Schatzi drew well ahead on the following beat after which the positions were *Schatzi, Cirrus, Foxhound, Columbine, Alhoa, Ariel, Lash* and *Spray*.

After that followed the run to the last mark where *Schatzi* was leading by five minutes. There was no change in the positions of the other boats.

Foxhound and *Columbine* had tacked out to sea when the wind had shifted to the south, thinking it would go round farther. Instead the wind shifted back to the west and this set them back a number of places.

Cirrus, who had also tacked out to sea, lost her second place to come fourth. She was followed across the finish by *Foxhound, Thekwini, Columbine, Lash* and *Spray*.

Schatzi, the winner, was leading by about a mile.

Friday, January 20

In choppy, confused seas and a 25 m.p.h. north-easterly the craft started their fifth race. Some boats were reefed, but the majority carried full sail.

Foxhound changed to a smaller jib just before the start.

After the gun *Ariel* and *Thekwini* were the first to cross the line and the fleet soon split into two groups with *Ariel, Foxhound* and *Spray* on a long starboard tack and the rest continuing on port.

First round the weather mark was *Schatzi*, followed by *Cirrus, Columbine, Alhoa, Ariel, Foxhound, Lash, Thekwini* and *Spray*.

On the next two reaches *Alhoa* caught up two and *Foxhound* three boats, placing them second and third. The boats stayed in that order for the rest of the race with *Alhoa* crossing the finishing line only just ahead of *Foxhound*. *Ariel* was fifth, followed by *Columbine, Thekwini* and *Lash*. *Spray* had retired.

Saturday, January 21

For the last race there was an 18 m.p.h. south-westerly. There was also the first general recall of the week.

Lt. Commander T. Bitzker, captain of the guardship S.A.S. Johannesburg, receives his plaque from Dick Prior, chairman of the organising committee.

At the R.C.O.D. prizegiving Ken Warr receives his trophy from Mrs. John Prangnell, wife of the secretary of the Point Yacht Club. Looking on is Joe Harris, of the organising committee.



Foxhound carried David Abromowitz as crew member (*Schatzi*'s spinnaker hand) to show the Durban boys just how to set a spinnaker.

After the fleet was restarted *Foxhound* was first across the starting line, but *Schatzi* beat her to the first mark which she rounded with a good lead, followed by *Cirrus, Foxhound, Ariel, Alhoa, Thekwini* in a bunch.

At the end of the second beat *Foxhound* had passed *Cirrus* and was closing in on *Schatzi*. *Cirrus* was third and *Alhoa* fourth, followed by *Thekwini, Ariel, Columbine, Lash* and *Spray*. The first two boats stayed close for the rest of the race and there was a very close finish between *Schatzi*, first, and *Foxhound*. *Cirrus* was third, followed by *Ariel, Alhoa, Thekwini, Columbine* and *Lash*. *Spray* had retired.

And so Ken Warr in *Schatzi*, who had scored four firsts, a second and a third, became the overall winner of the contest. *Cirrus* was second, *Alhoa* third and *Foxhound*, the best Durban boat skippered by Bruce McCurrach, fourth. Gaining the first three places was a real victory for the Cape.

Third week . . .

EIGHTY-EIGHT boats in the channel for the third week made sailing much less congested than the 201 of the first week. There were 45 Finns, 31 Flying Dutchmen and 12 Sharpies.

Finn skipper Arne Akerson, Swedish champion and winner of the Gold Cup in 1962, arrived in Durban on the Friday before the regatta. He was to sail Jan van Nimwegen's Newport Finn.

The British Flying Dutchman team of Keith Musto and his crew Tony Morgan flew in just before the tuning-up race on the Saturday. In fact the race was postponed for an hour to enable them to take part. Two hours after their arrival, after some feverish preparation, they were on the water in *Oliver Twist*, brought out by them from England.

Just before the start of the regatta Ernest Morrison launched a brand-new Nelson Finn in which he won the contest with McCurrach-made Elvström sails. Another "all made in South Africa" effort yachtsmen can be proud of!

Sharpie skipper R. van der Weele and his crew from Zwartkops had found the most original accommodation of all. They had written to Sandefjord's skipper Barry Cullen and asked if they could stay on the yacht during their regatta—an excellent and most enjoyable plan.

It was a week of very serious competition, no doubt prompted through a possible choice to represent South Africa at the world championships in Montreal, Canada in September.

The overseas visitors enjoyed their experience. Their main problem, however, was the strong South African sun. Musto and Morgan were wearing suits with trousers and long sleeves, regardless of the heat, to prevent sunburn.

It also took them some time to get used to the Durban sandbanks.

Generally the channel courses were not popular as they were too restricted. Yachtsmen were happier with the high-tide courses which were really effective only on two occasions. In the other races the centreboards still touched.

As in the other weeks, there were many events at night which were well attended. The welcoming cocktail party, the civic reception, the F.D. dinner, yachting films, S.A.Y.R.A. dinner, Finn dinner and the final prize-giving during which Mrs. Gordon Neill presented the prizes, followed by a dance.

Monday, January 23

A brilliant sunny day and a moderate north-easterly greeted the first day of the third week. An hour before the race there was the usual feverish activity of last-minute jobs to be done and then off they were—Flying Dutchmen, Sharpies and Finns—for their first race in the battle for national honours.

The starting line was at the top of the Maydon channel and the committee boat was the round-the-world yacht *Valkyrie* on which 72-year-old John Goetzke, her skipper, was seen standing in the cockpit watching the proceedings with great interest. The American flag flew gaily above him.

Of the first class to start, the Flying Dutchmen, John Sully was in front on the first beat and never looked back.



Boeing 707 captain John Tainton's determined sailing, which gave him a well-earned second place in the F.D.'s. was praised by all. He and his crew, Norman Webster, are from East Rand Yacht Club.

Throughout the race he increased his lead, and not purely through local knowledge. It was his superb sailing skill that made him sail a better race.

Musto and Morgan were second for the whole race and, after a gap behind them, the rest of the fleet fought it out in a close bunch which ended in a tie at the finish between the Snowball twins, of Zwartkops Yacht Club, and John Tainton, of East Rand Yacht Club. Way back in the fleet Don Ord and David Butler fought a private duel.

Vaughan Clark was fourth, Peter Morgenrood was fifth, well ahead of his teacher Don Ord, who had not had a chance to tune his fibreglass American Plastrend hull properly, and sixth was Brian Metcalfe.

In the Finns, Arne Akerson of Sweden, was first across the finishing line after an exciting duel throughout the race with Ernest Morrison in his new Nelson Finn. But, although Akerson was first he did not get the gun. He had been over the line at the start and thus officially the race was won by Morrison.

Akerson had heard a recall, but when Ernie Shaw returned to recross the starting line he thought the summons was meant for Shaw.

Elvström sailmaker Bruce McCurrach lost a third place after a keen tussle just before the finish, to John Howard who carried his own sails.

As Bruce had been over the line John Howard was officially second. Basil Powell was third.

In the Sharpies, J. Vosloo, of Boskop Yacht Club, got the gun. Trevor Wellbeloved was second and R. van Weele of Zwartkops was third.

Tuesday, January 24

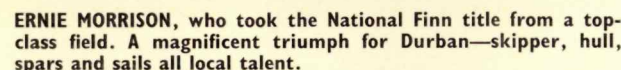
Under cloudy skies and in a light southerly which dropped towards the end the second race was sailed.

In the Finns Dave McFadden, of Mazoe Sailing Club, took an early lead and led round the first mark followed by Arne Akerson and Bruce McCurrach.

McFadden had a good lead at the second mark, followed by the rest in a close bunch. Then a meeting with a dredger changed the positions completely.

This ship suddenly sat like a duck on the top mark when the Finn fleet was beating up to round it. It then unexpectedly went astern and Bruce McCurrach missed her pro-

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John Sully was caught port and starboard on the second

A sunny day and a stiff breeze (although the Bluff signal station said it was only 15 m.p.h.) set the scene for the fifth race scheduled to start at 3.45 that afternoon. Half an hour's postponement and the fleet set off only—to everyone's surprise—to come back not very much later, followed by the committee boat flying the chequered flag.

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BY PETER BROWN

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

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

For years it has been tacitly accepted in South Africa

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