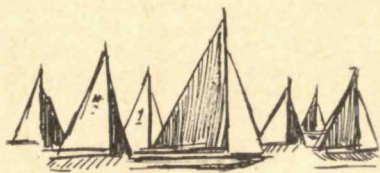


CLUB NOTES

SAILS ON THE HIGHVELD

BY PETER BROWN



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Transvaal Inter-club . . .

FOR the fourth time in the past ten years, East Rand Yacht Club has won the coveted Transvaal Inter-Club Trophy. Sailing in the revamped Inter-Club competition at Victoria Lake Club, Germiston, last month, their victory was clinched by two splendid wins in the Finns.

After some years of acrimonious discussion about changing the inter-club, this year's experiment of opening the event to every Highveld club was an outstanding success. Since the inter-club was first sailed about 30 years ago, it was restricted to the three larger clubs, V.L.C., E.R.Y.C. and the Transvaal Y.C., with each club entering three boats in the national classes.

This arrangement worked well while there were only the three clubs active in the Transvaal, but with the recent upsurge in sailing on the Reef, the new clubs resented the exclusive nature of the inter-club. For some years, nothing was done to include the smaller clubs and about 18 months ago the inter-club was in danger of disappearing.

Last year the Transvaal Provincial Sailing Association made a determined effort to throw open the inter-club to every club and allow them to sail three classes of their own choice.

The idea was welcomed at the T.P.S.A.'s annual meeting and the delegates decided that Sprogs, Finns and Enterprises from every club should be able to compete for the trophy. Each club was allowed to enter one yacht in each class.

The Transvaal weather was at its best for the two races at V.L.C.—brilliantly sunny and hardly any wind. The challenge was sailed over two rounds, the first on the preceding Saturday afternoon. The idea of an open inter-club appealed to many of the clubs and at the starting line in the two races the following clubs were represented: East Rand Y.C., Emmarentia Sailing Club, Victoria Lake Club, Florida Yacht Club, Murray Park Yacht Club, Pretoria Sailing Club, Loch Vaal Club and Transvaal Yacht Club.

What was of great interest to Transvaal yachting enthusiasts was not the fact that so many clubs entered, but that so many of the smaller clubs entered such crack teams. Pretoria Sailing Club, in particular, which is only a few years old, came second by only 4½ points. Their near-win was aided by Stan Smith who grabbed two excellent wins in the Enterprises from such fine skippers as Tony Bennington and Jack Kay. Ken Dalglish's second in the first race of the Finns also helped his club to do so well.

Florida was within an inch of winning the trophy, with two good firsts in the Sprog Class by the MacKay brothers sailing *Stagalee*.

With the sudden ascendancy of the new clubs, the commanding position of the triumvirate was upset, with V.L.C., last year's winner, coming fourth, and T.Y.C. scraping home in sixth position.

First Race

Harvey Blogg, of V.L.C., gained an early lead in the Finns in moderate to light weather. By the end of the first round he was seriously challenged by Jack Ligeti, of E.R.Y.C. Jack slid through on the second beat and held his lead to the end.

Third was Ken Dalglish.

In the Sprogs, the MacKay brothers gained an early lead and increased it steadily through the race to win comfortably. They were so far ahead of the other boats that they were unaffected by the tussle for second and third places between Paddy Pearce and Ernie Davies.

After an exciting battle, Paddy finished second with Ernie third.

Stan Smith shot into the lead soon after the start in the Enterprise and held it through the race. Had it not been for an unfortunate miscalculation by Hellmut Stauch, sailing for T.Y.C. (he rounded the starting raft instead of the marker), the race might easily have been won by Stauch and thereby setting a completely different complexion on the inter-club. A. Smillie, of Loch Vaal Club, was second with Jack Kay, usually of Florida but sailing for Emmarentia, third.

Second Race

The last race of the series was a repeat of the first with the same leaders winning even more convincingly.

Admittedly Harvey Blogg got away comfortably at the start and for the first two rounds it seemed as though Jack Ligeti could not possibly overtake him. The wind was blowing (that is slightly euphemistic, it was trickling) from the east and each leg of the first round seemed to favour Blogg. However, on the third beat Ligeti hugged the southerly shore while Blogg took the proven best tack up the middle of the lake. Just how fluky the Transvaal wind can be was proved on this beat when Ligeti monopolised a gentle puff all the way up to the windward mark while Blogg scarcely saw any wind.

Once he claimed his lead, Ligeti held it, occasionally increasing it. He won comfortably with Ed Ferrar, of Loch Vaal Club, stealing a surprise second place from Blogg at the last mark.

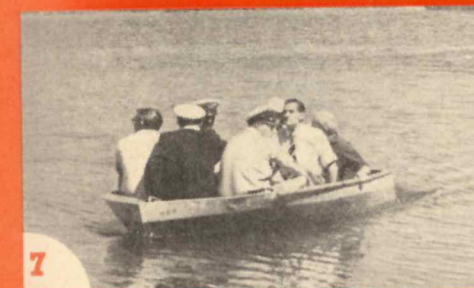
Jack Ligeti has always been a competent Finn skipper, but recently he has tended not to take part in national or provincial regattas. This is a pity for he is good in light weather. Perhaps his two outstanding wins at V.L.C., where

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1. Florida Enterprise skipper, Tony Bennington, with Nigel Gray crewing.
2. Jack Ligeti, of East Rand Y.C., studying his sail.
3. Ed Ferrar, closest to camera, and Ken Dalglish, of Pretoria S.C., in their Finns.
4. J. Hutchinson and Miss A. Aird, of E.R.Y.C. in light weather.
5. The MacKay Brothers of Florida Y.C. balance their Sprog delicately in very light weather.
6. Champion Stan Smith and crew Charl Theron in their Enterprise.
7. The Bridge in an over-loaded boat. All these men belong to B.O.A.T.—the Bridge Officers Association of the Transvaal!
8. Three stalwarts supporting the East Rand team were (left to right) John Sedgeman, Jeff Robin and Jimmy Gold.
9. Don Ord, president of the Transvaal Provincial Sailing Association, about to present the Inter-Club Trophy to East Rand Commodore, John Tainton.
10. Don Ord congratulates Enterprise skipper J. Hutchinson while (left to right) Jack Ligeti, Phil Pearce and Paddy Pearce and Miss A. Aird look on.
11. East Rand Sprog team, Phil and Paddy Pearce.
12. Finn sailors (left to right) Nick Holdsworth, V.L.C., Neil Menzies, P.S.C., and Ken Dalglish of the same club.
13. Nigel Gray (left) and Tony Bennington loading their Enterprise.
14. Angus Currie, Florida Y.C., prepares to load his Finn.
15. Crack Enterprise team Charl Theron (left) and Stan Smith.
16. George Baikoff and Carmen Stauch sailed a Sprog for T.Y.C.
17. Ed Ferrar and Mary Lloyd.
18. The lunch-servers (left to right) Bep Mozee, Raye Gardener, Alice Liddiard, wife of V.L.C.'s secretary-manager Steve Liddiard, and Mrs. M. E. McCarthy.

(Photos: Hans Beenhakker)

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more CLUB NOTES

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he beat Blogg on his home waters, might convince him to tackle other leading Finn skippers next season.

The MacKay brothers gained another impressive win, proving against very strong competition that they are among the best Sprog skippers in the Transvaal today. It is encouraging to see the increasing proficiency with which these two are handling their Sprog, because the Transvaal has sorely needed a team who can compare with the leaders in Natal and the Cape.

If the MacKays keep up their excellent sailing next season, the Highveld can confidently predict an answer to the country's top Sprog skippers.

Stan Smith not only won the last race by a devastating margin of about five minutes, but he also sailed straight through the Sprog fleet after starting five minutes after them. Stan and his crew, Charl Theron, have sailed for only about two seasons. The way in which they handle the craft in light and medium weather is superb.

They completely out-sailed and out-classed former national champion Tony Bennington and eclipsed Jack Kay and Hellmut Stauch—an outstanding achievement by a team so new to the class.

Future Inter-Clubs

Just how successful was this year's re-styled inter-club? Has it put a stop to the growing criticism of the event and has it rekindled some of the old competitive spirit which was a part of this annual sailing event? These are the questions which Highveld yachtsmen asked themselves after the racing finished.

There is no doubt about it: the event was outstanding.

For the first time in many years the lawns were packed with spectators. There must have been between 300 and 500 people who watched the inter-club. The attraction was not to see one or two skippers do well, but to see the club's team win. This is a comparatively new departure in our sailing.

Many years ago the only competitive sailing which took place in the Transvaal was between the three clubs. But with the growth of regattas, the emphasis shifted from inter-club events to personal performances. With this move, people lost interest in a combined, team effort and were interested only in what they could achieve in open competition.

The organisers of this year's event set out to rejuvenate interest in club events and this they did, by throwing it open to every club and by allowing the smaller and less expensive classes to sail. This is an instructive lesson in that the power in sailing rests not with a few clubs and a few superior boats, but with every club and the most numerous classes.

It is safe to assume that last month's regatta at V.L.C. firmly re-established the inter-club event in the Transvaal sailing calendar.

Like everything there is always a little controversy. Some clubs, such as V.L.C., decided that the best skipper in the non-competing classes, for instance the Flying Dutchman, should skipper an Enterprise in place of the regular sailors who were not considered to be experienced enough. This was done in other clubs where a great deal of heated argument followed the decision.

The contention among those who were against the substitution was that the intention of opening the regatta to the smaller classes was to allow the less experienced skippers to sail in top-class regattas.

The protagonists of this viewpoint felt that the substitution obviated the intention and merely made the inter-club the same type of regatta as was held in previous years with the best sailors in each club competing.

The opposite opinion from this is that the inter-club, by

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ABOVE: Lesley Morrison, daughter of Ernie Morrison, 1967 Finn champion, was, of course, one of the keenest followers of the championship series in Durban. Photo: J. A. Barrington.

SEAFARING FEMALES

BELOW: Linda Bartlett, the freelance photographer from New York, a member of the crew of the ill-fated 350-tonner Verona which caught fire and sank up the West Coast after leaving Cape Town. Linda was saved and we hope her pictures were, too.

Photo: Bianca Lavies.





CLUB NOTES

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its very nature, is a competition between the *best* sailors in each club. This means that the inexperienced people in the smaller classes must sacrifice their boats to better yachtsmen.

A justified criticism of the regatta was the lack of a spinnaker class. It was felt that at least one spinnaker class should have been included and the organisers are determined to correct this next year.

The original inter-club fostered team racing. With three boats from a club in each class, the skippers tended to help each other in covering competitors from other clubs. Some yachtsmen are anxious to see a return to this type of sailing.

No matter what may be decided to improve the event next year, the 1967 Inter-Club Regatta will be regarded as the re-birth of competitive club sailing on the Highveld.

* * * *

ALTHOUGH it is nearly seven months to the second *Rand Daily Mail's* Great Outdoors Exhibition, Ward Parkes, the exhibition manager and Laurie Stevens, a yachtsman from V.L.C., have begun preparing for the seven-day event.

Scheduled for September 2-9, the Great Outdoors will differ from last year's in that the whole exhibition will be held in one hall—the Hall of South African Industries—with all the exhibits, including yachts, under one roof. This arrangement should vastly improve the exhibition, which last year meandered over too great an area.

The area in the hall is 135,000 sq. ft.—nearly double last year's showing room. About a third of this is reserved for passageways and of the remaining floor space, about half has already been sold.

The organisers are anxious to include yachting manufacturers in the exhibitions and boat, sail and fitting makers throughout South Africa are being approached by Laurie Stevens.

This is one show which manufacturers cannot afford to miss and many Highveld yachtsmen who have supported local firms for so long are looking forward to seeing them showing the best of their equipment.

Show manager Ward Parkes is overseas visiting similar shows in Britain and on the Continent. He hopes to bring back with him the latest techniques in boating, caravanning and outdoor exhibiting.

* * * *

THE annual Round the Island Race, held last month by Lake Deneyville Yacht Club in conjunction with Triton Sailing School, was an outstanding success with more than 70 yachts entering.

The weather could not have been kinder. Although the wind gusted rather strongly, the experts found the beat to the island, the reach on the other side and the homeward run comfortable. The biggest shock of the day came from a Shearwater catamaran, *Windsong*. Although it was given a ten-minute start on the Flying Dutchman, not one of the F.D.'s managed to come anywhere near catching it. Some of the crack F.D. skippers there were—Selwyn Tucker, who sailed from Aeolian's Club on the other side of the dam, and "Chappie" Chapman, of V.L.C.

The results in the under-16-ft. class were: 1. *Staggalee*, the MacKay Brothers; 2. *Sansavino*, Tommy Deverson; and 3. *Sabadilla*, K. C. Harris (all three boats are Sprogs). Results in the over-16-footers were: 1. *Windsong*, D. Hamilton; 2. *Spearhead Tempest*, B. West; and 3. *Spearhead Tantivy*, Allan Eggeling.

It is rumoured that the Transvaal will take advantage of the new inter-provincial challenge and will take on Natal one week-end soon at Midmar. The challenge still has to be issued by T.P.S.A., but this body is expected to ask

Natal to sail against the Transvaal with five Flying Dutchmen. The response which this challenge evokes will be watched keenly by the sailing fraternity as it will be the first direct inter-provincial challenge in South Africa.

Midmar the answer . . .

THE writer of the 505 Class Notes in the February number of *S.A. Yachting* asked where were the Henley-Midmar boys at the National—a fair question. The club was indeed represented, but for no doubt perfectly good reasons of their own the chaps concerned sailed under other burgees.

Most H.M.Y.C. skippers are heaving sighs of relief that the National meeting will soon be a thing of the past.

It is the policy of the committee to arrange regattas at Midmar at times convenient to the majority, and lay on the best possible arrangements. Why do people moan about the narrow channels and shallow waters of Durban Bay when Midmar is but 90 minutes boat-trail time away? Midmar must be one of the finest stretches of water in the country, with a full Olympic course and room for another.

If people are prepared to live in tents Allemanskraal fashion, then the one serious drawback to holding major events at Midmar will be solved.

One gets the impression that there is a reluctance by H.M.Y.C. skippers to compete elsewhere. It should be mentioned that in the case of the National it was arranged to start when many people already had to return to work after factory summer shut-downs.

Midmar has, however, one serious disadvantage for club members. The dam is 15 miles from Maritzburg where the majority of the members live. It is difficult to put in mid-week training sessions, and those few who can manage it must do without the rescue facilities which are essential on our dam.

As a result, most Midmar skippers are "Sunday sailors", lacking the keen edge given by constant practice and competition.

Taken by and large, we are a relaxed lot with not much urge to go pot hunting. So many of us who would like to turn out in a major regatta are conscious of our limitations, and would not like to lower the standards by entering. Those who remember our wild and windy Azalea Regatta in September, probably noticed that H.M.Y.C. skippers did not shape too well in spite of local knowledge. This is not due to lack of potential, but geographical inability to get to the water more often.

The 505 boys are coming to Midmar in April to settle a private dispute. They can be assured a warm welcome and no risk of centreboards bottoming or finding anything bigger than another dinghy in the way!

Henley-Midmar Y.C. is now in its third year as such. There are 369 members and getting on for 100 dinghies on the dam. When the Natal Parks Board has finished developing the area, the question no doubt will be: "Who was there besides the Midmar boys?"

Midmariner.

DURBAN DOINGS . . .

By Bianca Lavies

A YOUNG couple, Jutta Townes from Germany and Graeme Townes from Australia, sailed into Durban with their cat Jinky and a Californian entertainer Tom Money, on board their 29-ft. gaff-rigged cutter *Hope*.

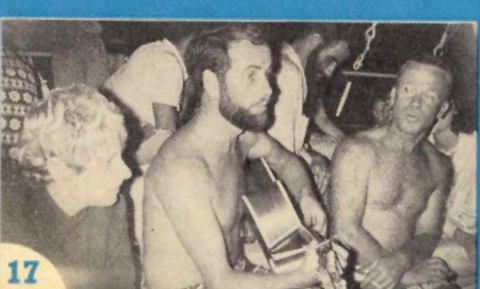
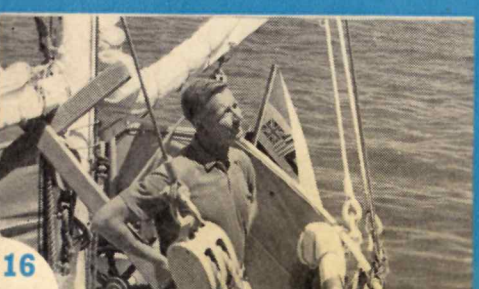
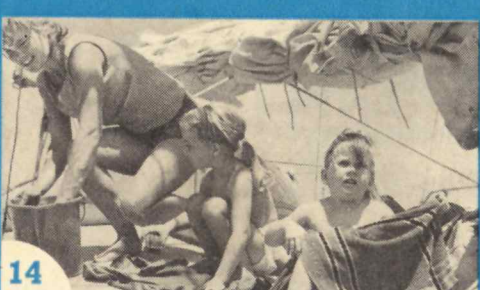
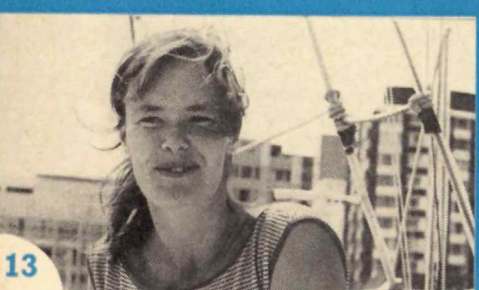
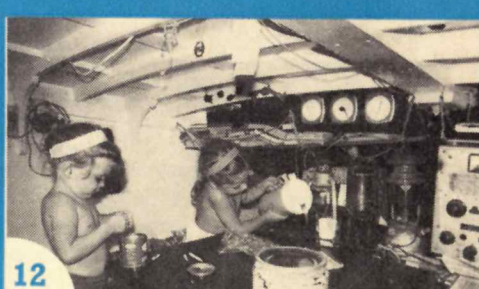
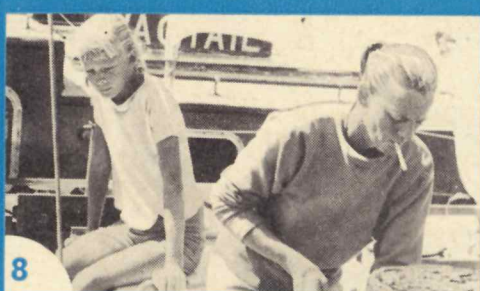
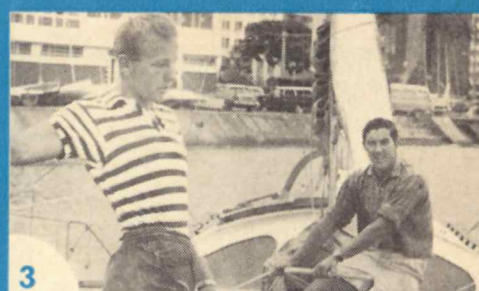
Hope, from the board of Hobbs, now in his seventies and a Lloyd's surveyor at Southampton, was built at the Hamble Yard of Luke Brothers (now Port Hamble Ltd.) in 1932.

She left England in 1961 and sailed by her previous owner to Australia, where she was bought by Jutta and Graeme.

They left Sydney in April, 1966, sailing by way of Brisbane, the Barrier Reef, Thursday Island (where they

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OUR SALTIER PASSERS-BY



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met *Sandefjord*), Christmas Island, Cocos, Diego Garcia (Chagos), Seychelles to Mombasa where they were joined by Tom.

Tom has been hitchhiking his way round the world on yachts since he left California two years ago. In Mombasa he left his third yacht, a 65-footer going through Suez, which he had joined in Fiji. He has left *Hope* in Durban and plans to stay for a while.

Two main mishaps stand out. They anchored in the river outside Lourenço Marques, and were ashore asking permission to bring the craft in when their anchor drifted.

An American warship saw what was happening and, had they not rescued the craft, she would have been lost on the rocks.

The second mishap was when Jinks slipped overboard. "There were breaking seas and we had three rolls in the main. We gybed, tore our main and it took a long time before we reached her. She was just sinking when we fished her out and so exhausted that she lay for 10 minutes without moving."

Nimble Days of Falmouth

A 30-ft. trimaran *Nimble Days* has completed a 10,000-mile trip to Durban which started in Falmouth, England, in July last year. She is believed to be the first trimaran to sail through the Suez Canal.

The craft belongs to her skipper, Peter Clarke of Durban, who had bought the craft in England. On arrival in Durban he carried one crew, Roger Mason of Hainsail, Ilford, Essex, whose only sailing experience before setting off had been two hours in a dinghy on an inland lake.

1. VALKYRIE: Single-handed sailor John Goetzcke (72), in hospital for an operation, receives welcome visitors. From left Leiv Kennedy of the Canadian yacht *Kelea*, Pat Frost of the Australian yacht *Safari Too*, Bianca Lavies, and Priscilla Cairns of the English catamaran *Rehu Moana*.
2. SAFARI TOO: Pat and Kurt Frost enjoying dinner on board.
3. NIMBLE DAYS: Peter Clarke and crew Roger Mason who sailed from England through the Suez Canal.
4. VERONA: The 138 ft. barquentine *Verona* which is registered in Panama, on a round-Africa trip.
5. Cheerful passengers: from right Nancy Playfair from Canada, Louise Sharp, Nan Clearwater and Bobbie Thorne (all three American).
6. Louise Sharp smiles at Durban soon after arrival.
7. Captain Jim Sharp, of the U.S.A., and Nancy Playfair from Canada.
8. KAREN MARGRETHE: Virginia Davenport and 10-year-old Circe from California.
9. Fred Davenport.
10. KELEA: Sundowners in the roomy cockpit of *Kelea* from Vancouver, Canada. Her owners, Leiv and Charles Kennedy.
11. REHU MOANA: David and Fiona Lewis of *Rehu Moana*, their home since the craft left England in 1964.
12. Their children, Vicky and Suzie, in the 40 ft. catamaran's cabin.
13. Priscilla Cairns from England, crew member on the *Rehu Moana*.
14. Washday on deck.
15. Five-year-old Suzie's favourite lookout.
16. SANDEFJORD: Skipper Barry Cullen.
17. A party on board. Crew member Tim Magennis sings the songs learnt on their round-the-world trip. To his right, facing camera, is David Baxter of the New Zealand yacht *TAMURE*.
18. The party in full swing.

Photos: Bianca Lavies

SOUTH AFRICAN YACHTING: March, 1967

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They started the trip with a third crew member, an Australian, but he left the craft in Ibiza (Mediterranean), when he could not get over his seasickness.

On their way they visited Lisbon, Tangier, Gibraltar, Ibiza, Anzio, Naples, Messina, Kamaran Island, Aden and Mombasa. From there to Durban they had their fastest passage. "We screamed down," they said on arrival, "doing 186 miles a day."

They got in at dawn and stopped at the T jetty to see the Customs.

"I went ashore to phone my mother," said Peter. "All I still had left of my South African currency was one sixpence. I was so excited to be home that I dialled the wrong number. In despair I phoned 'Complaints' and told them: 'I have come all the way from England and have not got a sixpence to phone my Mom.' They took pity and put me through, very nice of them."



ABOVE: The crew of the 29 ft. gaff rigged cutter *Hope*—Jinky the ship's cat, Jutta Townes from Germany, her husband Graeme Townes from Australia and Tom Money from California. *Hope* tied alongside *Safari Too*, which also recently arrived from Sydney.

BELOW: Peter Clarke (right) and his crew Roger Mason after their arrival in *Nimble Days* from England. The 30 ft. trimaran *Nimble Days* coming in under jib as her motor had failed.

