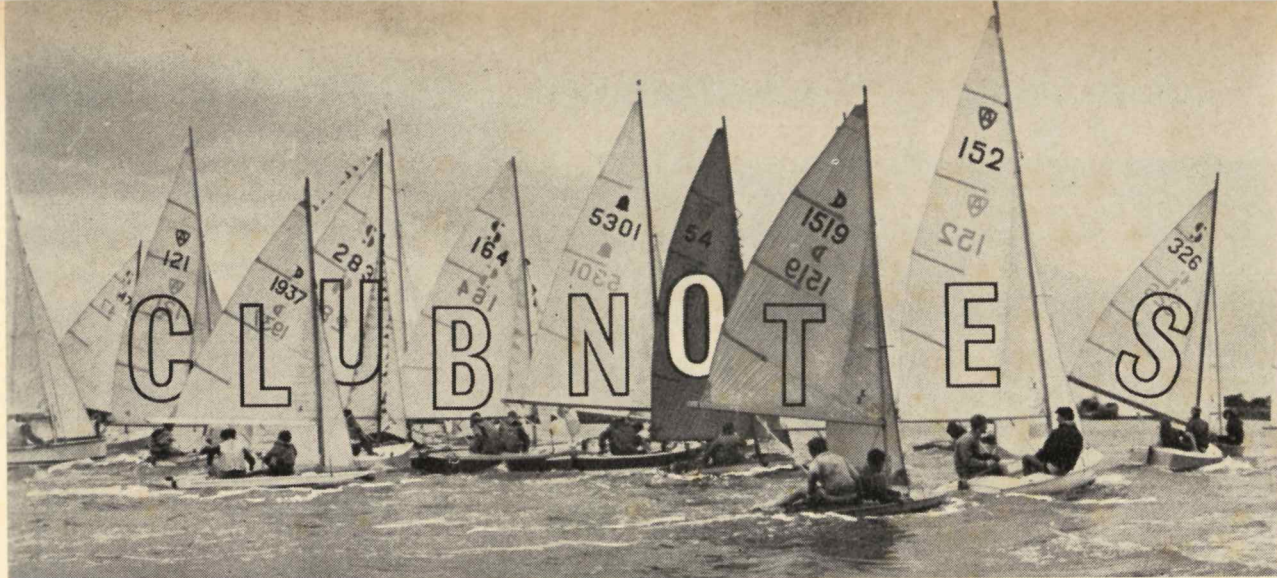
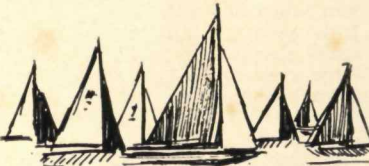




IMPERIAL YACHT CLUB, at the Sandvlei near Muizenberg, Cape, had a big fleet on the water for their closing cruise. The mixed bag of dinghies made a cheerfully-animated scene. Photo: Eatwell

SAILS ON THE HIGHVELD

BY PETER BROWN



P.O. BOX 10690, JHB.
TELEPHONE 834-8210

IF anyone needs proof of yachting's fast-growing popularity, especially on the restricted waters of South Africa's Highveld, the doubter has only to visit the annual round of Easter regattas and see the hundreds of yachtsmen and their families who take part in these sailing fiestas.

Last month's important Easter regattas on the Highveld—at Victoria Lake Club, Germiston, and Murray Park Yacht Club, Springs—showed again the tremendous attraction water, wind and sails have for Transvalers.

Let us face it: Highveld conditions are not suited to sailing. The waters are small, the winds infrequent and the sun usually scorching. In many areas of the world these factors would count against sailing's popularity. But Transvalers have come to ignore these hindrances, and V.L.C. and Murray Park attracted their biggest-ever crowds.

More than 125 yachts from seven classes, most of them national, flocked to V.L.C.; while Murray Park, haven of the non-national classes, entertained 57 yachts, of which 18 were Enterprises.

Talking point of the week-end was not the high standard of sailing, the strong competition or the uncertainty of the weather, but the "Regatta that Never Was" . . . or, rather, the "Regatta which Shouldn't have Been".

The culprit was the Transvaal Yacht Club, which, in spite of legally-phrased warnings on T.P.S.A. notepaper telling them their sailing was not recognised and therefore unofficial, went ahead and invited a handful of yachtsmen to help celebrate Hartbeespoort Dam's first overflow in ten years with a friendly regatta.

Some of the regatta's detractors believed it was part of a sly plot to attract would-be competitors away from V.L.C. Needless to say, some of the criticism came from senior V.L.C. members, many of them committee men, who look to the Easter Regatta as a necessary fillip to the yearly balance sheet.

In fairness to T.Y.C., the only class which did support their unofficial pick-up races was the Flying Dutchman and the reason for them doing so was David Butler's visit from Rhodesia. Butler bought one of Hellmut Stauch's new F.D.s, a newly-imported double-bottomed craft, and

drove down from Rhodesia to take delivery.

At the risk of being branded as a supporter of "pirate" regattas, it must be said that V.L.C.'s crowded waters were hardly the place for a series of seven highly-competitive races for large craft like a Flying Dutchman. At V.L.C. many F.D.s became entangled with the masses of small craft at the marks and frequently lost valuable places thanks to unnecessary delays.

Hartebeespoort, which is large enough for two Olympic courses when it overflows, would have been a far more suitable place for Flying Dutchmen. Viewed from the V.L.C. standpoint, it was perhaps irresponsible of T.Y.C. to organise a regatta which became regarded as unfair opposition.

The feeling is that if T.Y.C. requires strong support for its own annual regatta (always held over the Dingaan weekend in December), it is not going about it in the right way.

Time and tact (particularly the last commodity in large doses) will be needed to heal the breach which should never have occurred. It is perfectly obvious that the generous folk at T.Y.C. never intended starting an opposition regatta to V.L.C.: they merely wanted an informal weekend's sailing in honour of their Rhodesian guest.

The V.L.C. regatta was naturally a clean sweep for the home team in the three major national classes. Bryan Metcalfe romped home to an easy win in the Flying Dutchmen, with four safe wins in five races. Bryan's brother-in-law Ernie Davies with his wife, Marion (née Metcalfe), crewing scored a well-deserved win in the Sprogs; while Jan van Nimwegen trounced his opposition with four outstanding wins.

In recent weeks Jan has acquired the nickname of The Red Baron, partly because of the colour of his Finn and partly his string of successes. His nickname was no more deserved than at this year's Easter Regatta, when for the fourth time in succession he won the scratch trophy. This is a considerable feat, especially as the competition becomes stronger each year. He did not have it all his own way this year, and was constantly pushed by Archie Parke-Ross and Harvey Blogg.

One of the most gratifying features of the four days of racing was the large turnout by Spearheads (24) and 505s (19). It was not so long ago that the Spearheads were considered a dormant class and this time last year the thought of the Fives entering more than 10 boats in a purely local regatta was laughable.

For those who know and can plainly see changing trends in yachting, the writing is definitely on the wall. The expensive classes, like the Flying Dutchman, may be gradually pricing themselves out of the market and consequently out of the sailing world.

It is not very comforting to know that the cream and pride of the South African dinghy racing world could

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CLUB NOTES

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muster only 14 entries at the V.L.C. Easter Regatta. It would be unfair to suggest that T.Y.C. was responsible for depleting the fleet. (Had it not been for the T.Y.C. gathering, perhaps another two F.D.s would have been at V.L.C.)

The truth of the decline is probably the rising cost factor. Many people who would otherwise have entered the F.D. fleet are turning to Fives and Spearheads, which are about half the cost and provide nearly as much excitement.

Senior members of the F.D. fleet should heed these ominous signs seriously and embark on a campaign to produce cheaper F.D.s before it is too late. Tony Morgan made some constructive suggestions while he was in South Africa in January, but to date nothing seems to have been done.

The success of any regatta is always dependent to a large degree on the catering and bridge administration. V.L.C. is fortunate in having an excellent husband-and-wife team, Alice and Steve Liddiard, to supervise the catering and a competent bridge team under Henry Lindeman.

For some months the V.L.C. kitchen has been out of use because of alterations and for the Easter Regatta Alice and Steve excelled themselves. The food was good (and there was always more than enough), reasonably-priced and the service was top-class. V.L.C. need never fear the existence and popularity of their Easter Regatta if they can provide facilities of the same quality as they did this year.

Running a regatta is never easy for the bridge, especially when there are more than 100 yachts on the water. However there were no crises; the starts were made on time; and every yacht was correctly clocked at the end of each round and race. Rescue craft were supervised by Stewie Allen.

Rothmans once again provided a caravan and public address system.

Compared to last year's Easter Regatta, the wind was relatively kind. Out of the seven races, at least four were sailed in moderate breezes, allowing Fives, Spearheads and F.D.s to make use of their trapezes and spinnaker tactics.

Courses are never easy to set when the wind varies as much as it does on V.L.C., but generally there was little wrong with the seven courses used last month.

Flying Dutchman: Results overall—Bryan Metcalfe 1, Glynn Graham 2 and "Chappie" Chapman 3.

Graham did well to finish second. This has not been his most successful season in F.D.s, yet he sailed with skill to beat skippers like "Chappie", Selwyn Tucker and Ted Jordan.

Metcalfe was virtually unchallenged, although at times "Chappie" and Graham did give him a run for his money. Metcalfe is superb on his home waters and few people can equal his sense of timing and anticipation of wind shifts. He is particularly fast down wind and when a race depends on winning tactics on the run no one can beat Metcalfe.

Finns: Jan van Nimwegen 1, Harvey Blogg 2 and Rob Tainton 3.

With the gradual increase of this class, the Finns are fielding strong competition. It is no simple matter to get within the top half of a fleet of 26 Finns even at a local regatta. It was encouraging to see Tainton's marked improvement. Another newcomer who acquitted himself well was Al Leenstra, recently of the F.D. Class. After a shaky start in Finns some weeks ago, he showed his natural talent at skippering to claim third and fourth positions in a few races. He finished sixth overall.

505: Paul Helmbold 1, Bob Dutton 2 and Roy Helmbold 3.

This was definitely a Helmbold regatta, with Roy and his crew, brother Derrek, once again showing their ability and giving their younger brother, Paul, and Bob Dutton stiff competition.

This class, which is so young and has grown so fast recently, needs nothing more than a strong dose of top-class sailing. Once this is provided by people of the Helmbolds' and Dutton's calibre there will be no stopping 505s in South Africa.

Spearheads: Graeme Harrowsmith 1, Alan Eggeling 2 and Johan Basson 3.

Graeme is exactly like his brother, national champion Doug: they are both very good in Spearheads. Graeme's win is no less worthy because he did not have his brother sailing against him. He was confronted by some able yachtsmen and did well to beat Eggeling and Basson.

Sprogs: This was a hat-trick for V.L.C., with Ernie Davies first, Cedric Manson second and Tommy Deverson third. Perhaps there might have been a different result if the MacKay brothers of Florida Y.C. had entered. Nevertheless, Ernie Davies sailed very ably to beat Manson.

Dabchicks: Alec Allen 1, G. Downham 2 and B. Downham 3.

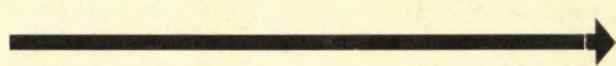
"O" Class: This was a battle of the heavyweights with four 20 footers, a remnant of V.L.C.'s grand sailing days of the late '30s and early '40s, and four Sharpies. Roger Everatt, and his colossal scow, *Westwind*, had an easy win. This yacht's sail area is so large that in a fleet which is tightly packed round marks, the blanketing effect of his sails are fatal for all, from Dabchicks to F.D.s. *Westwind* was chased consistently by "China" Willcox, who came second, and Trevor Wellbeloved, who was third, both of whom sailed Sharpies.

It is always a pleasure to visit Murray Park with its friendly people and delightful sailing waters. Murray Park, a large grass-covered area which nestles beside the lake, is the brainchild of the Springs Parks Director, Mr. Botha. The yacht club borders a splendid camping area which has every facility.

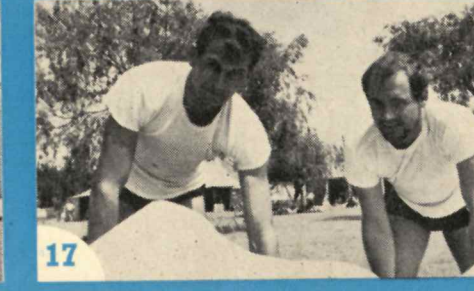
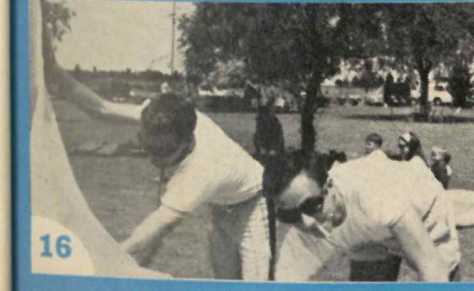
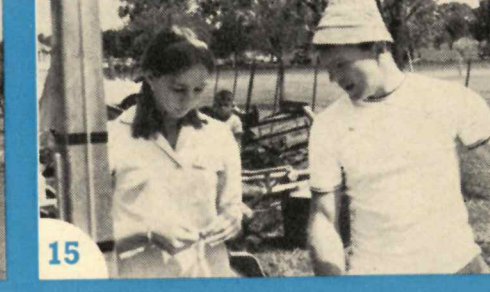
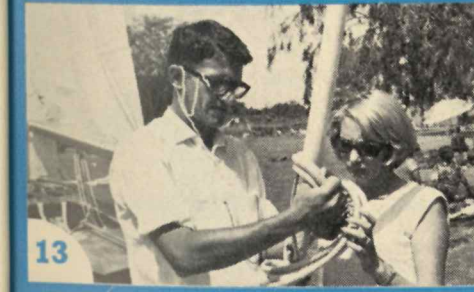
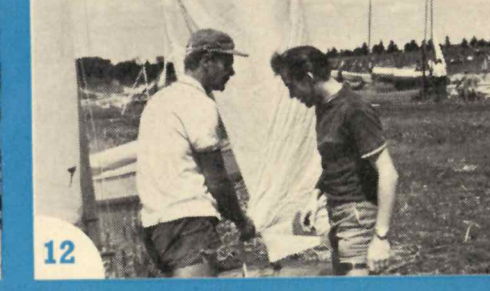
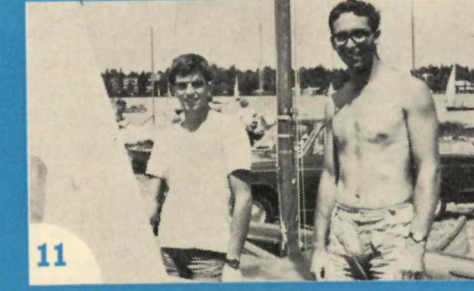
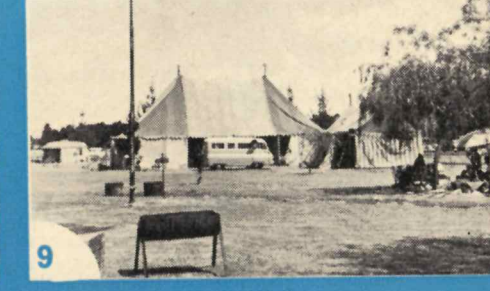
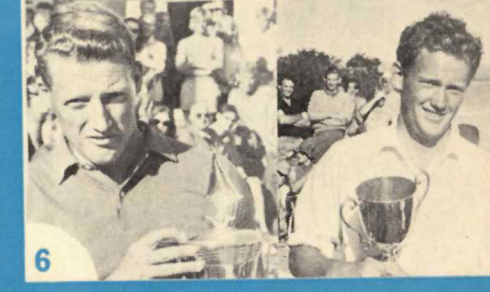
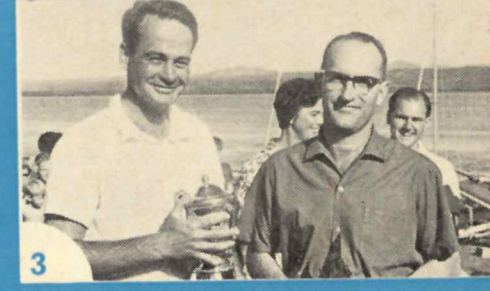
Although the largest class of the regatta was the Enterprise entry, most of the attention was focused on the Tempos where Heinz Horstbrink, in his recently launched boat, scored four easy wins.

Heinz, who is a carpenter, has built three superb Tempos. His latest model, named *Shangri-La*, proved a special

(Continued on page 34)



1. Seen at Hermanus, Gerhard Köper, W.P. Sprog Champion; and Ken Warr, congratulating his wife Molly for winning the Tempo championship.
2. Noel Tunbridge, Mrs. H. Mackenzie and Barry Mc Kellar.
3. Noel Tunbridge, the FD Champ., and his crew.
4. Bruce Mc Curragh, expectedly, cleaned up the Finns. Here he reaps the rewards.
5. And here, on the left, is Molly Warr's crew, Toby Beele.
6. Ronnie Keytel (left) was Extra Champ., and Adrian Versveld took Spearhead honours. Photos: Stewart Colman
7. Roy Hartley, Rita Surman and her husband John—all Highveld sailers from Loch Vaal Club.
8. Stalwarts of the 505 Class—Arthur Saul (left) and South African 505 chairman George Duffin.
9. A special tent was erected in the grounds of MPYC to house the catering team.
10. Two attractive young VLC members, Susan Willcox (left) and Valerie Willcox.
11. Graeme Harrowsmith and Malcolm Jaros (right) from Florida Yacht Club.
12. David Howard Baker (left) and crew Mike Pickett.
13. Chris and Michele Porter travelled nearly 100 miles from Unikor Yacht Club for the regatta.
14. Helen Howard-Baker hoists a flag on the bridge.
15. Visitors from Pretoria Sailing Club, Helen Shuttleworth and Fred Wenner.
16. Andrew McWilliams (left) and Brian Beal, both of MPYC.
17. The winning Tempo team (left) Heinz Horstbrink and Robbie Korver.
18. 505 winner Paul Helmbold (left) and Conrad Saul. Photos: Peter Brown





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challenge to him. He was determined to launch a fully-equipped boat for less than R350. By doing most of the work himself, including making many of the fittings, he completed a Tempo which has every gadget allowed by the class, including a set of sails from Arthur Saul.

Although Western Cape Tempos have shown their superiority lately, the Tempo team from Murray Park will soon provide a distinct threat to yachts from Zeekoevlei. After building and sailing three Tempos, Heinz's knowledge of the class is extensive. He is constantly searching for improvement and studies the latest techniques in the F.D.s, Fives and Spearheads for possible tips.

Second to Horstbrink was Adrian Gray and then Andrew McWilliam.

Other results:

Enterprises: W. Paxton 1, F. Venter 2 and Jack Kay 3.

Sprogs: John MacKay 1 and Eric Geyer 2.

Andies: B. Hutty 1 and W. Kohl 2.

Dabchicks: M. Shuttleworth 1, D. Duke 2 and D. Merry Gold 3.

"O" Class: J. Steenstra (Graduate) 1, P. Walton (G.P.14) 2 and C. Wilden (Finn) 3.

"YOU'VE got to come down to my loft," said the stern, gravel voice. "I've got something to show . . . and I've also got to straighten you out on a thing or two." With some trepidation I scootered down to Arthur Saul's new loft in 195, Main Street, Johannesburg.

There to meet me was Arthur, George Duffin, chairman of the S.A. 505 Association and attractive Sue Saul, who was busy cutting sails on one of the large tables in the new loft.

"Have a look at her. Isn't she wonderful," said Arthur, pointing to a spanking new 505 just completed by him. "She's all South African made. A Boat Locker hull; finished by me and equipped by sails from my loft."

I got the message. When I praised Len Morrison, Bruce McCurrach and Marine Construction in this magazine two issues ago for their all-South African Finn feats in Durban's national regatta, I did not mention that Arthur Saul was selling all-South African 505s.

Arthur and George are justifiably proud, for in two years they have produced a boat which ranks in quality with the best in the world. Apart from the material used in the sails, everything is locally made—and this includes the mast which is extruded by Alcan.

South African yachting has advanced tremendously in the past five years and Saul's new 505, which was finished in time for the V.L.C. Easter Regatta, is an example of quality craftsmanship.

Incidentally, Saul's new loft at 195, Main Street, will prove popular to yachtsmen who work in the centre of Johannesburg. His old loft was rather inaccessible at Baragwanath. However, the new loft is so convenient that yachtsmen are dropping in for a cup of tea and a chinwag during lunch.

Good for yachtsmen . . . and good for business!

Hermanus Easter Week-End

THE Western Province Regatta was a resounding success on the part of the organisers, although the weather followed the usual Hermanus Easter pattern, with drizzle and fluky conditions. Support was good with a total entry of 164 boats, 44 in excess of the '59 National held at the same venue.

The Finns, following the pattern of the past two Nationals, invited one of the country's leading skippers, Bruce McCurrach, to come and show them how to do it—which indeed he did, taking home the Western Province Trophy.

Second was Geoff Myburgh, in *Fierie*, who sailed consistently throughout the week-end. Eric Bongers, sailing a new and untried *Faith*, gained an excellent third position.

Others deserving mention are "Pa" Beele for his excellent win in the first race in *Sabel*, "Little Hooky" van Hoogstraten, who sailed extremely well, but did not get any places, and Peter Oldroyd, who won the last race, after lying last but one at the first mark.

The Flying Dutchmen, with 13 boats, had close competition. Honours were shared between Noel Tunbridge, in *Maraude*, with two firsts, and a first each to Denis Woodward in *Heather*, Graham Garlick in *Camilla*, Basil Joyce in *Lochinvar* and Bobby Bongers in his newly-launched *Crackerjack*. This boat is extremely well thought out and very light, carrying 25 lb. of lead.

Overall winner of the McCarthy Cup was Noel Tunbridge, followed by Bobby and Dennis. The Finn and Dutchman sailing fraternity welcomed the highly successful return of the Bongers brothers to Western Province sailing.

In the Sprog Class there was the usual battle between Gerhard Köper (*Shea*), Albert Bruyns (*Smersh*) and Mike Kearney (*Shuvoff*). These three were continually in the forefront, much harried by Kevin Sterling (*Saluki*) and Dave Evans (*Stalker*). Stan Midlane did not appear to be on his usual form, although he was well placed.

The Paragon Cup went to Gerhard, with Albert second and Mike third.

The National Tempo champion has done it again. Molly Warr, sailing *Toodledo*, found the winds very much to her liking, and staggered home after the prize-giving carrying the huge Bartholomew Trophy, with four firsts to her credit. Somehow it was a pity she did not fill it up!

Competition was keen although Molly often broke clear of the rest of the fleet to sail by herself. Second overall was Graham Ross (*Temper*) and third Joe White (*Toppaz*). The light conditions do not really suit this class as the winds often threw up a sharp chop, making Tempo sailing uncomfortable.

The Spearheads had a fairly good fleet of ten. Julian Price (*Con Brio*) sailed exceptionally well, managing five firsts and a second. One first was dropped through no declaration, and the second was disqualified. Thus the Sopwith Cup went to a very consistent Adrian Versfeld (*Orion*), second overall to Julian and third to Geoff Warren (*Admetus II*). Adrian was runner-up at the recent National in Durban.

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Two days at Peattie's Lake—the first: skiing, beauty competition, trampoline display; and the second: the Natal championships, the Lorraine Trophy and the Gold Cup.

1. Two leading trampoline artists thrilled the crowds: Susan Warne, the S.A. open champion, who came third in the world championships, and Ian McNaughtan, the Natal open champion. Both are from Durban.
2. Elizabeth Phillips looks on as her brother goes in head first.
3. A group of young skiers takes off.
4. Reinhard Phillips with his skiing dog "Plimmy".
5. Some of the finalists in the beauty competition—from left Gay Polley, Paula Brereton-Stiles, Pam Steinways, Joy Steinways, and Jennie Petiti.
6. Alf Korving's Bruneau takes a tremendous interest in the skiing and waits impatiently till it is his turn.
7. Peter Palmarty, from East London, winner of the 750 hydros at the Natal championships.
8. Visiting wives, all from the Transvaal l.to.r.: Mrs. John Blount, Mrs. June Adams, Mrs. Hans Friedlander.
9. Eddie and David Frow.
10. Frank Rapson of Ladysmith.
11. Eddie Schulz, curly Crickmore and John Blount.
12. Bill Richards, a Transvaal Springbok.
13. Mrs. Julie Fay helping her husband with his craft.
14. Hans Friedlander from the Eastern Transvaal.
15. S.A.I. Dave Spierenberg from the Transvaal.
16. Harry Meyer from Johannesburg.
17. Jimmy Fay from Eastern Transvaal.
18. Bob White from Southern Transvaal.

Photos: Bianca Lavies

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The Spears Trophy for Andies was a tussle between Peter Gruner (*Avocet*) and Daniel Price (*Aiglon*), with George Meek (*Elf*) breathing down their necks. Daniel is rather a newcomer to the class and sailed well, winning the trophy, with Gruner second and Meek third.

The Extras, with a good entry of 16, had close racing. Overall winner of the Dale Kays Trophy was Ron Keytel (*Exca*), followed by Peter Forster (*Gijamer*) and P. Cruickshank (*Mijats*).

The Overton Shield for Wingers was won by J. Rutherford (*Windlass*), with Wes Walter (*Will o' the Wisp*) second and A. Savage (*White Wings*) third.

The Dabchicks had keen racing and positions changed wildly throughout the week-end. Eventual winner was Douglas Ross (*Faith*), who sailed consistently, followed by Robert Nankin (*Topaz*) and John Robertson (*Minx*).

As previously mentioned, organisation was extremely good and credit must be given to those who spent all week-end worrying about the wellbeing of others. The camp-site was full and car-parking was organised by Hugh Dunlop. "Bearskin" Tanner and Norma Johnson provided excellent food and drink, while Albert Bruyns spent all week-end clutching a walkie-talkie and generally keeping things humming. Thanks also go to the club secretary, Mr. Thatcher, and that wonderful regatta secretary, Charlie Mouat, and the judge, Dennis Hammerslag. Rothmans provided an information caravan with a public address system run by our old friend, Courtenay Heath.

Friday night saw an exceptionally-liquid cheese-and-wine party to welcome the guests. On Saturday a casual dance to tapes was held in the clubhouse. In the small hours of the morning the tapes were replaced by Johnny (12 string guitar), Johnny (entertainment and vocal) and Chris (tea chest base). Most of the week-end entertainment was derived from this threesome.

Congratulations to Hermanus Yacht Club.

Spilly.

Not in trouble

A DISTORTED "yacht in trouble" message had the Durban port authorities worried recently, but the 48½-ft. Cape Town ketch *Ilanda*, owned by Hellmut Stauch and Ian Haggie from the Transvaal, arrived at the Durban yacht basin with her crew of seven cheerful and all well.

The authorities were about to alert ships or send out a tug after a message from a ski-boat owner to the police in Port Edward.

John Roberts, skipper of *Ilanda*, explained to Durban's Port Captain, Captain Terry McKinnon soon after the yacht's arrival, what happened.

"We had no wind since East London and were forced to use the motor and thus more fuel than we expected. We still had enough for emergency matters, but needed another 30 gallons to reach Durban.

"We asked a passing ski-boat if he could help us to get fuel, but we never saw him again."

It appears that the ski-boat skipper told the police that he towed *Ilanda* for five miles and that the yacht was in trouble.

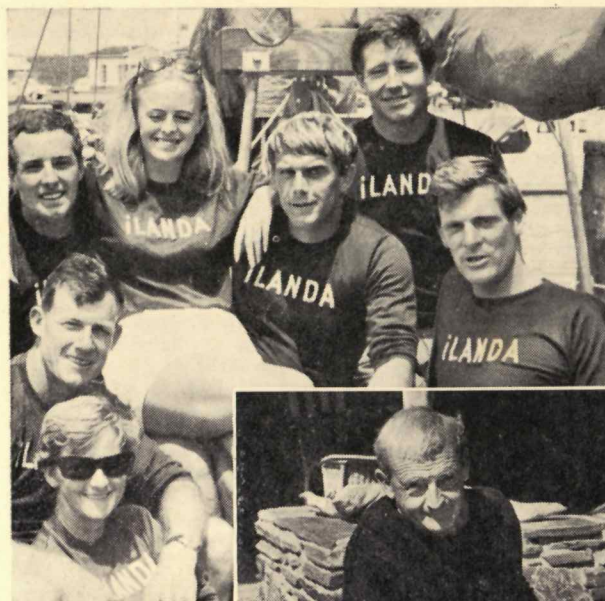
"Although the Admiralty Pilot says it is impossible to land at Port Edward, we anchored *Ilanda*, lowered our 8 ft. 6 in. pram powered with a 3 h.p. Evinrude, and got ashore through the rocks and surf. It was pretty hair-raising.

"We did three trips and got 30 gallons of fuel on board before we continued."

Ilanda left Cape Town on February 1. The winds were so favourable that they by-passed Mossel Bay and sailed to Port Elizabeth where she arrived after 3½ days.

They left Port Elizabeth on February 11 and sailed to East London in 30 hours. There they left on the 14th in a flat calm under engine.

Ilanda's crew consisted of Gay Beresford, John Fisher



Ilanda's crew on arrival in Durban: From left (top) John Fisher, Gay Beresford, Keith Maspero, Norman Murdey, John Roberts, and Robin and Margaret Tainton



Hellmut and Carmen Stauch, part-owners of the 48-ft. ketch *Ilanda*, with the model of the ship in the garden of their Pretoria home. The boat was designed by the editor of SA Yachting, and no less than 10 versions of the craft are built or building all over Southern Africa.
Photo: Bianca Lavies

and Keith Maspero from the University of Cape Town, Margaret Tainton and her husband Robin, a S.A.A. pilot from Benoni, and Norman Murdey of Durban, who joined the craft in East London. The ship, and her dinghy, were designed by the editor of *S.A. Yachting*.

John Roberts, her permanent skipper, is still on board preparing for a trip up the coast and Mauritius or Madagascar later this year, after which the craft will continue to the Mediterranean.



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