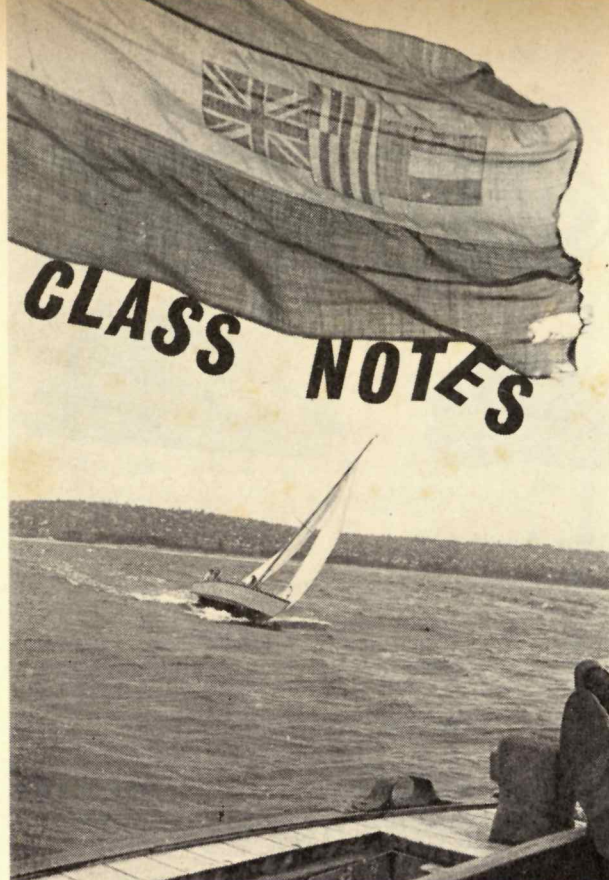




One of Durban's Royal Cape One Designs hanging it out off the Umgeni River mouth. Photo: J. A. Barrington

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



ANOTHER TWO BOATS will swell the Cape fleet. Mr. Brian Sneddon, a master of Monterey School, has started his frames. The boat's reputation was enough to set him off building. The writer subsequently invited him sailing in *Schatzi*. The day loomed rough—the sea a vicious chop. He was delighted with the sailing qualities and found the boat handled like a well-balanced dinghy. His only experience

so far, a 12-ft. sailing yacht.

The second boat will soon be started by a returned Cape-tonian, Bob McCall. Over Christmas Bob came down to Cape Town for a holiday. He did two things—he sailed *Schatzi*, which decided him to build, and he also paved the way for a new job down here. Welcome, Bob, and set your sights for the National at Saldanha, March 25 to 31, 1968.

We expect at least 25 entries for these National Games—from Andy Schenk in Walvis Bay, 15 Cape Town boats, Melville Stephens in Mossel Bay, possibly one from Knysna, a couple from Port Elizabeth, evergreen Bunny Curran from East London and six from Durban. There will also be an Ocean Race on December 26 this year. This will be plus-minus 200 miles and run by the Cruising Club of South Africa and Royal Cape Yacht Club.

Another longish race at the Cape is the annual Cape Town/Saldanha and back race for the Burradoo Cup over the long week-end September 2 to 4.

Cape Town Racing Scene. There have been two ties lately, Eric Wales's *Nimbus* tied with Cliff Leigh's *Zeeslang*. Looks as if the committee should install a photo-finish machine.

The other was in the Honeyman Cup Series when *Alhoa* (Ivor Jameson) and *Schatzi* each got a first, second and third. They will be resailing to decide the winner. The following week *Cirrus* (J. Salamon) registered a surprise

win while racing for the Magga Cup. On the final beat home she got a favourable wind slant and passed four boats.

East London News. Bunny Curran with *Spray* plans to sail single-handed to Cape Town at the end of the year. This will qualify him for the Single-Handed Transatlantic Race which he hopes to enter, provided shipping arrangements can be made.

He writes: Over Easter there was a regatta in Port Elizabeth and I took *Spray* down to get a bit of sailing against *Sirocco*, Jan Kaas' boat. We had a pleasant trip down and enjoyed getting together with Jan. Unfortunately his regular crew had all previously committed themselves to sailing in the regatta, so he was not able to get the best out of his boat. However, it was pleasant to sail in company again and we both enjoyed the couple of outings we had. On the trip back the boat was crewed by my wife, Simon, my 13-year-old son and myself. We had a very fast passage until 10 miles from East London when the wind went very light and it took us another five hours to get in. I feel one of the virtues of a One Design is that even a youngster, provided he has had sailing experience, can handle the tiller in a fairly stiff wind.

Durban News. Our correspondent writes: As you know, there was some trouble over the two newest boats completed—*Foxhound* and *Columbine*—in fact the main topic of conversation for some weeks was glue! Anyway, I am glad to say *Columbine* is now sailing again and behaving very well. *Foxhound* should be following her example soon. The repairs to these boats were not as big as were at first thought necessary.

The winter offshore season has started and recently the weather has been beautiful. Gordon Neill's *Tekweni* and David Smith's *Ariel* have both been taking full advantage of this. A race to Lourenço Marques is being organised in July, to coincide with the Flying Dutchman Week being held there. From talk in the club, at least three Cape Ones will be taking part.

The class is gradually increasing here. My own boat is coming on well and I hope to have her sailing this winter. Another is being built by the owner, Mr. Gus Maroti. Aqua Marine are well advanced with a hull which is going to Melville Stephens of Mossel Bay. I have heard of two other boats being built, but cannot establish who their owners will be.

Class ties are obtainable at R1.50 each from Ken Warr, Medical Centre, Cape Town.

False Bay Yacht Club at Simonstown have been given a sizeable stretch of water in front of their slipway for members only. This will allow them to lay many more moorings. They will welcome O.D.s after the Burradoo Cup race in September and will lay on races for them. *Schatzi* and *Zeeslang* plan to sail round.

505 CLASS ASSOCIATION—Hon. Sec.: Mrs. J. A. Duffin, P.O. Box 40, Bergvlei, Johannesburg.



DURING THE PAST WEEK-END three of the major clubs in the Transvaal staged a large inter-club team racing event at the Victoria Lake Yacht Club, Germiston. Three teams, comprising 18 505s, competed. The current holders of the Thomas Team Trophy, Victoria Lake Club, were challenged by the Loch Vaal Sailing Club and the East Rand Yacht Club. The Thomas Team Racing Trophy was presented to the International 505 Class Yachting Association of South Africa by Mr. and Mrs. G. M. N. Thomas of Johannesburg, in order to popularise this form of racing. The trophy is in the form of a rather unique type of three-handled drinking cup—the origin of which we are not certain. Two series of races for the trophy have been held during the past yachting season—the first was held at Rietvlei last August, where the Victoria Lake Club and Pretoria Sailing Clubs competed; the trophy being won by Victoria Lake Club: the second series took place this past week-end.

Good winds prevailed throughout and extremely keen

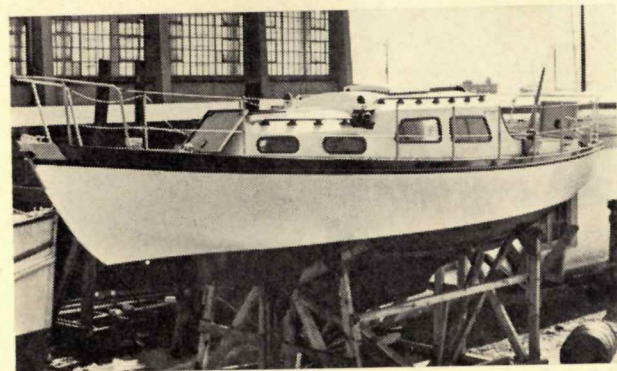
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The DOGGER by Van de Stadt

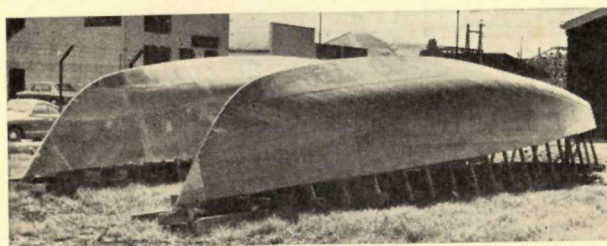
L.O.A. 31 ft.; L.W.L. 24 ft.; Beam 8 ft. 7 ins.; Draught 4 ft. 9 in. Displacement 3 tons. This is a larger version of the well known and tried light displacement Royal Cape One Design type, also by Van de Stadt. The Dogger has full standing headroom; the new splayed chine; and is built from BSS 1088 marine ply and best American Oak only.

COMPLETE R6750

Bare hull with deck and coachwork, chainplates and hatches—ready to paint **R3155**.
Kits for home assembly **R2400**.
Other stages quoted on application.



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- All parts laminated true to shape before fitting, thus ensuring that no constructional stresses are built in.
- **We guarantee** that all fastenings used are either stainless steel or silicon bronze.
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- **Money back guarantee** that all components of our Dogger kits are true to pattern.



Also under construction are two ultra-light displacement, high performance, 40-footers to a design by Van de Stadt for Cape owners.

MISPLON & SMALL

3 Jagger St., Box 96, Elsies River
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more CLASS NEWS

(Continued from page 56)

competition resulted. The first race proved to be a victory for the East Rand Yacht Club, who obtained a total of 80 points against 69 by Loch Vaal and 63½ by Victoria Lake Club. The second race of the series put Victoria Lake Club in the lead with 89½ points against East Rand Yacht Club's 53 and Loch Vaal's 66, making a total of 152½ against Loch Vaal's 135 and East Rand Yacht Club's 133. The last race was won again by Victoria Lake Club with a further 88½ points. Loch Vaal obtained 74 and East Rand Yacht Club 63, making the final totals of the three races: Victoria Lake Club 240½; Loch Vaal 209 and East Rand Yacht Club 196.

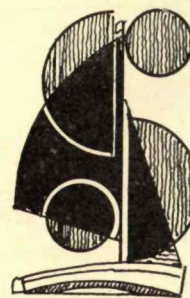
Paul Helmbold, Victoria Lake Club's crack 505 skipper, dominated the series by winning all three races, his brother, Roy Helmbold, also of Victoria Lake Club, being placed second in the first two races. Keith Daff and John Bird of East Rand Yacht Club put up a good performance. Daff obtaining two thirds in the first two races and Bird a third in the last race. Loch Vaal's Hugo Beck gained a hard-earned second place in the last race.

During the races, places were constantly changing as yachts from the three clubs continuously challenged each other, many being sent home for breaches of the rules. The overall series proved extremely exciting from a spectator viewpoint and large numbers of supporters of the various clubs with binoculars and sporting club blazers could be found at almost every available vantage point.

At the prize-giving ceremony after the racing, the East Rand Yacht Club issued a challenge to the Victoria Lake Club and this was supported once again by the Loch Vaal Club. The challenge date has yet to be set, but it is likely to be held during the early part of August next. Good strong winds are usually experienced about that time of the year and should result once again in some extremely competitive sport.

Team racing, although widely practised throughout Europe, did not, until recently, find much support in South Africa. This form of racing could, however, during the next few years, become a popular form of sporting event, possibly ranking with other types of spectator sports. Although, at present, the sport is on an inter-club basis, its increasing popularity amongst both yachtsmen and spectators could result in its becoming not only an inter-club event, but an interprovincial and possibly international series on the same basis as other forms of spectator sports.

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



MIKE KEARNEY, the Western Province Sprog representative, has forwarded news from that part of the world. Mike does a fine job down there and really keeps the local Sprogites on their toes with dinners, dances and regattas.

An extremely successful Inter-Club Regatta was held at Zeekoevlei after the National Regatta, and is to become an annual event. Zeekoevlei Yacht Club sailed out the victors overall. Large Sprog fleets converged on Hermanus for major regattas during March—the Sprog Week-end and the Western Province Sprog Championship.

In his report, Mike mentions a new club for non-European yachtsmen, starting at Princess Vlei. It is most encouraging to see that they are establishing a Sprog fleet, and they should be given every assistance by other yacht clubs in the vicinity.

Peter Barker from Pietermaritzburg tells me that the

Sprog fleet at Midmar Dam has had a most successful season and has increased in strength during the year. Ross Robson bought Mike Flack's boat *Saturn* (formerly of the I.S.C.) while Peter Barker himself recently purchased David Hudson's boat *Stopit*.

The most consistent skippers have been Errol Ta ham in *Sigma*, Basil Hancock in *Shayela* and Roger Giles in *Sigurd*. A most commendable performance was that of Basil Hancock's small son "Tuffy" who won the Hawarden Cup with three firsts in six starts.

Full details of the third Glinane Sprog Week are now available and they are set out below. The regatta will take place between October 1-7. Twenty-four family huts have been reserved by the O.F.S. Sailing Association, and they are equipped with all the necessary facilities. Their tariff is R4 a day. Twenty-four rondavels have also been reserved for the same tariff as the huts. Extra beds may be added to the two already in the huts and rondavels at a cost of R1 a bed a day.

Caravan and tent sites, as well as servant's quarters, are available for 50 cents a day. All bookings for the week must be made through the Honorary Secretary, O.F.S. Sailing Association, P.O. Box 128, Eerstemyn, O.F.S. Obviously, accommodation is at a premium, so all competitors are advised to book early. The organisers are hoping for a fleet of 100 entries, so this should be quite an event! In addition to the normal prizes, Dulux Paints are donating a special magnificent trophy for the first boat home with a woman on board. Regatta entry forms will be sent to all Association members during July.

Finally, it is time the Association considered the selection of our Class Representative on S.A.Y.R.A. Is he to be elected by the Executive Committee, or by national vote of all Sprog Association members? This question will have to be decided in the near future.

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

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

For our monthly race, held early in May, there was a very disappointing entry of only five boats, although it must be conceded that the weather was most unpleasant at the time. It was cold and rainy at Zeekoevlei, with a gusty north-wester blowing.

First across the line was *Slipstream* (D. du Plessis) with *Xerafin* (R. Hutchings), *Excalibur* (R. Keytel), *Xsusy* (G. Greathead) and *Xwinds* (R. Preedy) in a bunch some way behind.

The first leg was a beat up to Lotus and *Excalibur* rounded the mark first with *Xerafin* and *Xsusy* following. The second and third legs were a close reach. At the clubhouse mark the first three were within a boat's length of each other. There was then a close reach back to Lotus and a run back to the Island before the circuit was repeated. *Xerafin* drew out a lead on *Excalibur* and *Xsusy* and the positions did not change again.

On handicap *Xerafin* retained her position to win the trophy from *Xsusy* second and *Xwinds* third.

The awards of W.P. Sailing colours for this season have been announced and while none of our skippers was amongst them, it is hoped that with the number of entries we have had at the W.P. regattas it will not be long before one of us is so honoured.

I trust that in terms of the letter addressed to you all recently by the Chairman you have made a note of the two big regattas next season which we hope will see the largest entry of Extras ever. They are the W.P.S.A. regatta being held at False Bay Yacht Club from September 2 to 4 and the National Regatta at Saldanha Bay from March 24 to 30, 1968, which is during the school holidays.

Several Extras have been sailing with the U.C.T. Yacht Club recently and have had some excellent racing. For those of you who are keen to race more than just once a month, you would be very welcome.

SOUTH AFRICAN YACHTING—June, 1967

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



NOW THAT THE OFF-SEASON is with us, good friend Acland Bertie has given me some advice on the care and maintenance of fibreglass boats. Most new boats are fibreglass and while they need very little care, they do need some.

"All shiny surfaces should be treated with the same respect that one would treat good coachwork on an expensive car. In other words, it should be washed regularly with clean water, as, if dirt is allowed to harden, it can detract from the shine. Similarly, polish with a good wax will help to keep the surface in perfect condition. This, I believe, is at variance with Pete Barrett's ideas. However, I cannot agree with Pete as I am quite convinced that a high-polished wax surface will give better performance through the water than if it were not polished. However, I am always willing to be convinced and it might be a point on which to start a discussion. If a boat has been neglected and patches become dull, the shine can be brought back reasonably easily by some hard work with a fairly abrasive metal polish, such as Brasso, after cleaning and before polishing with wax.

"The only part of the boat which is liable to deteriorate, if left in the open, is the pigment and a boat cover should always be used. It is not so important to cover up the hull itself as normally this is in shade. It is the noonday sun striking directly on the deck which can cause the pigment to leach out and look a bit scruffy after a time. The high polish of the gelcoat or shiny portion of the finished boat will scratch easily, just as glass will, so the cover should be of a reasonably soft material. Just one more point on sunlight and that is that you notice that we always supply white hulls. This is because the white pigment is less affected by sunlight than any colour. Also, this is where most damage occurs and a better job of patching can be made with a white pigment.

"After a time, the inside surfaces of a fibreglass boat can deteriorate slightly. It is the rougher surfaces which are opposite to the mould. If the sheen comes off this, the glass-fibres can be exposed and deterioration in the hull can develop. A simple and effective remedy is to rub down this rougher section with a very coarse sandpaper and then paint it with a good two-pack polyurethane paint, such as Glatex 8, which is compatible with polyester. This will seal the fibres and prevent deterioration.

"As a matter of interest, one coat of Glatex 8 over the interior section of a Finn takes 1½ lb. of paint. This 1½ lb. can easily be rubbed off with a coarse paper before applying the polyurethane so there is no fear of weight increase.

"Minor repairs can and should be effected and effected quickly, by the amateur. By minor repairs, I mean those slight chips one gets after a bump and the occasional air bubble which, unfortunately, does appear sometimes after a period. My reason for saying that the repairs should be effected quickly is that once that surface or gelcoat is broken, water can get in at that point and will actually move along the fibres by capillary action with eventual complete deterioration of a section of the boat.

"The repair of these small breaks in the surface coat is quite simple and all that is required is to break away any loose gelcoat and to clean with some fairly coarse sandpaper and fill with patching paste of the same colour. We do not supply patching paste with boats as normally it only has a shelf life of about three months. After the patching paste has been brushed or knifed into the small fracture, it should be left for 24 hours and then rubbed down, until level with about 200 grit water paper, then 600, then very fine rubbing compound, then Brasso and finally polish with wax.

"As far as major repairs go, after a fairly hefty prang these are very easy to make watertight but very difficult to do and maintain the correct shape of the hull and get a good finish. In other words, this sort of thing should be done by the professional, at least for a boat of the Finn

(Continued on page 60)

more CLASS NEWS

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type. These repairs very often entail cutting open the buoyancy tank, cutting out a large section of the hull itself, making a mould of that section, building up from inside, and then building up the buoyancy tank again. In fact, it is quite a difficult and lengthy job sometimes."

On a lighter note the comment was made on the Russian Finn champion, Mankin, who attended the European championships last year on his own, and did not follow the early to bed, exercise and no-party routine that the Russians previously followed. He partied, went to bed very late and did very well. Who wants to exercise, anyway?

The Finn Class Association is growing. Over 350 sail numbers have been issued and very few numbers are inactive. New members H. R. McIlrath, G. M. Wares, G. W. Freund, D. R. Scorer, N. D. Macdonald, M. P. Fraser, W. Woolfson, A. Leenstra, H. J. Duncan and J. B. Hall are welcomed and we look forward to seeing them on and off the water. With single-handed sailing one makes good friends with one's competition.

Paul Elvström, probably the world's top Finn exponent, broke both bones of his lower left leg in the surf at Puerto Rico coming ashore during practice for the Caribbean Mid-winter Regatta. All South African Finn enthusiasts hope it has mended with no after effects.

Finally a comment from American frostbiting, now dominated by Finn skippers, that "if you sail a Finn well, you will sail anything else better and in the long run you can eat up a dinghy class". How about that for enterprise, Ernie?

Regattas coming up for your diary.

July 8th-10th—Finn Winter Championships in Durban—and what can be nicer than Durban in July? Write to Durban Finn Owners Association c/o R.N.Y.C. for further details. This new event should be good.

July 30th-August 3rd—Nordic championship with Arne Akerson, willing to help any South African—in Sweden.

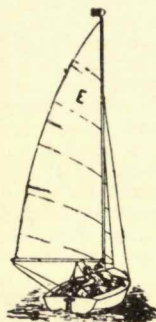
August 6th-12th—Gold Cup in Finland, with a ferry from Sweden, and I hope both will have good South African representation.

September 2nd-4th—Van Nimwegan Trophy for Finns at Aeolians Club—Vaaldam—and the weather cannot be as cold as we thought it was last year.

And for long term planning:

Glinane Trophy	December 27-31, 1967	Durban
S.A. National	March 25-30, 1968	Saldanha
Gold Cup	August, 1968	United Kingdom
S.A. National	March/April, 1969	Algoa Bay
Gold Cup	August, 1969	Turkey.

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



BIGGEST NEWS OF THE MONTH in this class is that the South African Yacht Racing Association's full council has unanimously granted recognised status to the Enterprise Class. This major step forward for the blue-sailed dinghies was taken at the Port Elizabeth meeting of the council on April 30.

The application for recognition was sponsored by the Natal Yachting Association and the Transvaal Provincial Sailing Association. The application was the second item on the agenda of the S.A.Y.R.A.'s council meeting and was passed unanimously without any major discussion. Two members of the Enterprise Association, David Geerds and Tom Chalmers, flew down to Port Elizabeth from Durban to attend the meeting.

The granting of the national recognised status means

that Enterprises will be entitled to hold National Class weeks—which will determine National Championships—annually, and will also be entitled to compete at any future national regatta which is to be held in either the Transvaal or in Natal. It also ensures that the class will have a separate start in these regattas.

It is interesting to note that of all the recognised classes in South Africa, the Enterprises have the fourth position in the total number of measured craft, namely 109. This figure does not represent the total number of these craft in South Africa—merely the ones for which measurement certificates have been granted and are on file. It is understood that the total number of Enterprises in South Africa tops the 180 mark, with more being built or in the drawing-board stage for the coming summer season.

Figures issued by the S.A.Y.R.A. for the various classes are as follows: (1) Sprogs, 432; (2) Finns, 288; (3) Flying Dutchmen, 179; (4) Enterprises, 109; (5) Spearheads, 106; (6) Tempos, 59; (7) Andies, 54; (8) 505s, 33; (9) G.P. 14s, 23, and in tenth place are Sharpies with 19 measured boats registered.

Officials for the forthcoming Enterprise national week, which is to be held on Durban Bay from July 8 to 13, have been appointed. Heading the committee is chairman Ken Mackenzie, with David Geerds, Regatta Secretary; Glen Lawson, Assistant Secretary; Donald Mackenzie, Trophy Secretary; Gavin McFarlane and Michael Noyce, officers of the day. Gavin is also technical officer, and Donald Mackenzie doubles as Accommodation Officer.

The Racing Committee will be the same as the regatta committee; the protest committee has still to be appointed by the Point Yacht Club, and Bridge Officers will be nominated in the near future by the Bridge Officers' Association of Natal. Sid Richman and Guy Goodricke have been appointed as Head Masters and will be in charge of receiving and parking of competing craft.

Entries for the National Enterprise week will close on Wednesday, July 5, but late entries will be accepted until 9 a.m. on Sunday, July 9, just before the first race is due to start. Normal entry fees are R3, and for those who fail to get them in time the penalty will be R1, making the late entry fee R4.

The Enterprise Association together with the appointed regatta committee are going all out to make this first "recognised" class week one which will live in the memory of skippers and crews of the Enterprise yachts for many years to come; and it will probably be used as a blueprint for similar weeks which are to be held at various venues in the future.

Present indications are that entries for this coming July week will top the 30 mark, and the full approved programme is as follows: Saturday, July 8: 1430 hours—Tune-Up race, Sunday, July 9: 1030 hours—First race, 1430 hours—Second race, Monday, July 10: 1030 and 1430 hours—Third and Fourth races, Tuesday, July 11: 1030 hours—Fifth race, Wednesday, July 12: 1030 hours—Sixth race; 1400 hours—Prize-giving (or available for resale with the prize-giving put back to 1800). Tuesday afternoon will also be available for a resale.

On Thursday, 13, the inter-provincial team race between Natal, Transvaal and Rhodesia is to be held. A full social programme has also been drawn up for the week, details of which will be included in a circular which the regatta committee will be sending out to all members.

TEMPO ASSOCIATION—Hon. Sec.: J. E. D. White, P.O. Box 77, Hermanus.

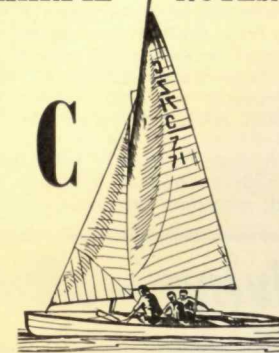
TWE ARE NOW well into the off-season, and sailing matters are quiet, but preparations for Tempo Week go on apace. Pam and Ron Hindon, who are doing a lot of the organisation for Tempo Week, have had the very bright idea of getting together with other Tempo cine-camera owners, particularly in the Cape Town area, to produce a Tempo film to be shown during Tempo Week. The idea is to concentrate on answering the typical questions we get asked, about how best to sail your boat in varying conditions, how to right a

capsize, and even how you go about passing the boat in front of you, which a lot of us would like to know! If this film should be a success, it could be made available to be shown in different centres of Tempo interest. If any of you have particular sequences already on film which you think would be appropriate, please get in touch with Pam Hindon (30 Tynemouth Road, Plumstead, Cape Town). Also, if you have a particular sailing problem, or even a rigging one, write in to the Hindons or to us, and we will try to include an explanatory sequence in the film. Those of you who have Tempos in splendid isolation will obviously have had problems that would barely occur to us.

S.A.Y.R.A. have now issued measurement certificates to over 60 Tempos. There are still a great many boats which have not applied for certificates, and we appeal to you now to get your boat measured well before the beginning of the season and the early regattas, otherwise we shall be snowed under with work at the last minute, not to mention S.A.Y.R.A., and your certificates will not get to you in time. Finally, if you have changed your address, and are wondering why no communications from us have reached you, you have only yourself to blame. The Port Elizabeth people seem most lax in this respect, and we find it very difficult to keep track of them!

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

SHARPIE NOTES:



THE LAST WEEK-END of April a most interesting regatta was held at the Klerksdorp Y.C. The winds were mainly very light with some tricky switches.

The Sharpie Class was won by our Vice-President Mac Vosloo of the Boskop Y.C. in his boat *Swing*, who had the edge on Dennis Davy in *Impala* of Flamingo, Ulric Kennedy of Klerksdorp in *Rapier* and Dave Deacon of Flamingo in *Cheetah* as well as some "foreigner" (a non-member of the Sharpie Association), who skippered *Eversharp*, also competed. *Cheetah's* mast broke on the Saturday afternoon's race so Dave joined the "drinking gallery" on Sunday.

What was remarkable about this regatta is that it was to be held originally at the beginning of the season but had to be cancelled due to the fact that there was no "water". It was then put forward to the beginning of April and had to be cancelled due to "too much water"—in fact I got the impression that it must have been possible to sail right into the pub, as witnessed by the fact that I saw a Flying Dutchman, which must have gone astray, sail into the pub and commandeered as a bar-counter—and a very good job the Klerksdorpites made of it too.

Up to now we have not had any news from the East Rand Yacht Clubs, but I hope that Trevor Wellbeloved will send us some in the near future.

Mac Vosloo has promised to write something for the July, '67 issue and I am going to ask Trevor Wellbeloved to be responsible for the August, '67 issue, so if you do not see any news for these respective months then you know where the blame lies.

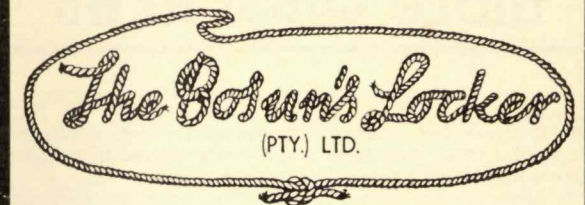
As we have no knowledge of what is taking place in the Wes'ern Cape, I appeal to someone in this area to provide us with some news on Sharpie activities for the month of September, 1967.

For October I hope that someone from the Northern Transvaal will provide us with some griff, and for November it is high time that the "banana boys" came to light with some information.

It is over to you, gentlemen—but in case there is anybody else who would like to send us something, please do so at your earliest convenience as it will be most welcome.

In the meantime may I wish you all the very best during

(Continued on page 62)



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YACHT MOLE DURBAN

PHONE JOHN PITEL 21177 TEL ADD. "DINGHY"

more CLASS NEWS

(Continued from page 61)

the off-season for the maintenance work—and to some of the coastal types who have just recently started their sailing season may I wish you "Happy Sailing".

To those of you who intend "plying" your boats, remember that Sharpie plans are available from me (R1 a set) and copies of Sharpie Rules and Restrictions are available free of charge.

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



THE COMBINATION of *Gay Nymph* 6420 sailed by Bill Donnelly and crewed by Roddy MacGillevery has proved invincible this past season. Launched in March, 1966, the record of successes has been enormous; winner of the first South African G.P. 14 Championship sailed over Easter last year, winner of the Transvaal Championship sailed at Vaal Dam in November, winner of the National Regatta in Durban in January, winning G.P. 14 Vaal Dam Round-the-Island race in February, in record time, and winner of the second South African G.P. 14 Championship in March.

In addition to this long string of successes at away venues, the season of club racing at East Rand Yacht Club, where the competition in the class has been rapier keen, Bill has produced top class performances week after week

in all-weather conditions to win the Club Championship, the Guns Trophy and the afternoon Cecil Dome series. The Grand Old Man of G.P. 14 sailing has certainly shown the boys the way around, and it is most regrettable to hear that Bill is to change classes. Bill has ordered a 505 fibreglass hull which he will complete himself in his well-known professional style. Bill has set a very high standard in the class in boat construction, appearance and finish and in sailing ability, a standard that without his participation will be hard to maintain, but which has become a tradition. *Gay Nymph* is for sale at R650 and presents a rare opportunity to acquire the finest boat in the class.

Roddy leaves in August for America where he will attend University, and gain any sailing experience he can in his spare time. We wish him the best of luck with his studies and his sailing.

News of Stephen Edwards, *Lanner II*, on holiday in England, is that he has a crewing berth on an international 14 which is entered for the Prince of Wales Cup Race. Really hard training and practice is demanded at every opportunity which is taken with enormous enthusiasm and enjoyment. When Stephen returns he will be a really experienced and first class dinghy sailor.

The genoa jib has now been officially adopted by the parent body as an alternative foresail. The English measurements are luff 13 ft. 5 in., foot 7 ft. 6 in., leach 13 ft. 5 in., and a transparent unwoven panel must be incorporated in the genoa as a "window". This shall be at least 36 in. fore and aft and for this length shall be not less than 12 in. in height. At no point shall the window be more than 18 in. in height or not less than 9 in. from the luff and the leach.

A sail of the English dimensions, including the somewhat bay window effect of the very large transparent panel, has been tried out on the new fibreglass boat and appears to perform just as well as our South African-designed slightly larger jib.

There has been an addition to Rule 3, namely 3.7, which in effect permits you, if you wish, to have floorboards of one or more pieces of plywood, minimum thickness 5 mm.,

of the same overall plan outline and area, to replace present floorboard slats. Metal masts and booms are now permitted under the class rules and your committee is endeavouring to have a local agent appointed to supply these spars as needed and to hold a supply in stock.

The closing cruise at East Rand Yacht Club in May was a dignified and well-attended affair with 16 G.P. 14s flying their appropriate bunting paying their respects to the commodore, and was followed a week later by an invitation "Frost Bite" series at Loch Vaal Yacht Club.

Thirteen boats representing East Rand Yacht Club, Florida Yacht Club, Murray Park Yacht Club, Lake Denys Yacht Club and Loch Vaal Club were attracted to this event sailed on Sunday, May 14. Some boats arrived on the Saturday and cruised about some of the most attractive surroundings for yachting in the Transvaal. The setting is more like an English broad than a Highveld sailing venue, with gracious homes with sweeping lawns along the water's edge.

Two races were organised for the Sunday, which was cool but bright with a fair breeze for the first race which was won by *Slipper*, sailed by George Lezard, with a grandstand finish for second, third, fourth and fifth places filled by *Iguana*, Dave Sutherland, *Blue Boots*, John Walker, *Frie-Lee-Pye*, Leon Botha, and *Flame Lily*, Gordon Dance. *Waterbelle*, sailed by Peter de Neef, had to retire after hitting a mark when well placed, as did *Marauder* with "Mitch" Mitchell skippering.

At the beginning of the second race the wind piped up considerably, and Leon Botha tore into an early start which he held to the finish, with *Slipper* second, *Flame Lily* with David Hawkins as skipper third and *Naughty Nonsense*, Richie Spencer, fourth in a well-sailed race.

The overall winner was *Slipper*, 1½ points, second was *Frie-Lee-Pye*, 4 points, third *Iguana*, 7½ points, and fourth was close tie at 7½ points between *Blue Boots* and *Flame Lily*.

In all a most enjoyable day's sailing provided by the Loch Vaal Club whose hospitality more than countered

any nip in the weather. Our grateful thanks to Peter de Neef who instigated and organised the series, which will now become an annual event.

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



AS EACH MONTH PASSES, news of more and more Andy activity and interest comes from the Transvaal. The Unicorn Yacht Club closed its most successful racing season due to, in no small measure, the ten keen Andies there. So it is not surprising that Andies featured strongly on the list of annual presentations: Club Championships, *Amadeus* (Mike Armstrong); Andy Championships, *Persephone* (Brian Hutty); Eureka Trophy, *Amadeus*; Guns Trophy, *Persephone*; Trophy for most improved skipper, Keith Bennett.

Congratulations to the above prize-winners and more of the same success for next season.

To round off the season, Unicorn organised a most successful regatta. Mr. Kohl, of Pretoria Sailing Club, writes as follows: "Ten Andies had entered for the event and very keen and really very close racing resulted. All three races were very closely contested with the first three places changing position during the races continually. Overall winner was Brian Hutty of Evander (congratulations), with myself from Pretoria second and Mike Armstrong of Evander a worthy third. I had the misfortune of having my mast come down about two minutes before the starting gun of the first race due to a shackle on the port shroud coming unstuck. It had probably been shaken loose on the 100-mile trip from Pretoria to Evander and I failed to notice this. (Just goes to show how carefully one should check the rigging before going on the water after a long haul.) However, I managed to get the mast up again and started about 7-8 minutes late and still managed to finish the race in second position. I probably owe my good for-

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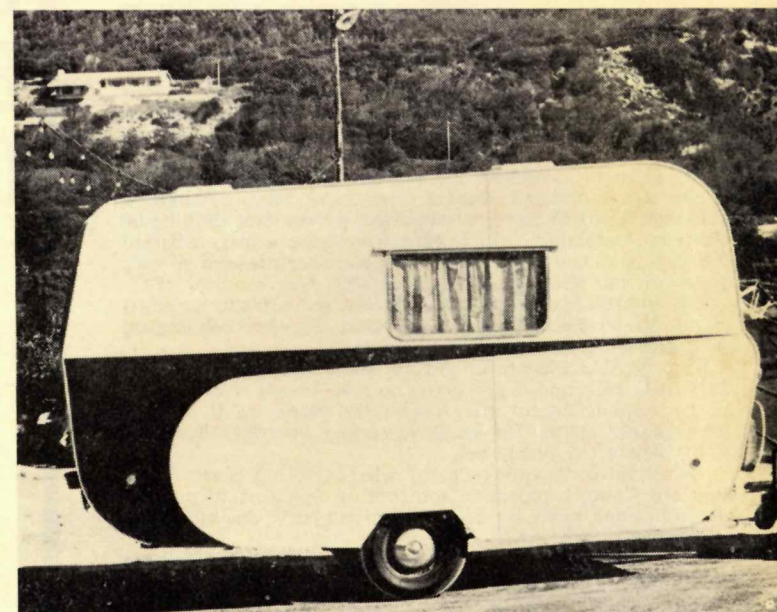
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more CLASS NEWS

(Continued from page 63)

tune more to the flukiness of the wind than good seamanship. During that race the wind was very variable. Then a real Transvaal Highveld thunderstorm developed with tremendously loud claps of thunder and forklike streaks of lightning. The wind rose with a vengeance and then the rain came down in buckets for a good 20-30 minutes and everybody was drenched to the skin. However, in spite of the conditions, nobody retired or dropped out of the race which is a real tribute to the sportsmanship of the contestants. Unfortunately the lovely braaivleis which was laid on for the evening was a literal wash-out as it rained steadily till about 8 o'clock that evening. However, the lovely clubhouse was warm and cosy and everybody waited patiently whilst a few brave and hardened characters fried the sausages and meat outside in pouring rain under a few beach umbrellas. Eventually every one of the about 60 guests was well fed and well beered so that nobody really worried about the rain any more."

Down here in the Cape we could do with a little of that rain although indications are that we will eventually get it. At the moment water levels, despite a week's solid rain, are still as low as I can remember for many years.

But to come back to the Transvaal, Mr. Kohl, of P.O. Box 55, Silverton, the local Andy representative, is "complaining" of too little work so I have sent him a batch of Andy Handbooks (R1 to members and R1.75 to non-members) so the local boys can contact him rather than me. It will also save a considerable amount of time. He will also be able to help you regarding membership and boat registration.

It is really very pleasing to see the Andy success up country and my congratulations go to those who do so much directly or indirectly towards that success. Keep it up!

SPEARHEAD-GOODRICK—Hon. Sec.: R. Horn, P.O. Box 4094, Johannesburg.
News from the Transvaal



DOWN AT FLORIDA YACHT CLUB this week-end (May 27-28) Transvaal Spearheaders enjoyed the geniality of the "20 Spearheads" party. F.Y.C. Spearheaders are to be congratulated; not only have they been the first to register 20 Spearheads at their club, but have made absolutely sure of the fact by pushing their numbers to 24!

Enthusiasts came from far afield; Boskop in the west, Witbank and Pretoria in the north and Benoni and Springs in the east. It was exhilarating. Fun, friends, and free beer (by courtesy of Stag). A leg pull over a chicken braai and a toast to Floridaites in black velvet (smooth!).

Light-heartedness reigned and each of the clubs represented prepared an act, though only F.Y.C.'s Duck Derby and tote and E.Y.R.C.'s musical quizz' made the stage before the first man fell. After that, the party was given over to gay abandon. Stayers collected "downstairs" to rock, shake and waltz till the early hours.

News of the National Week-end Contest

Cape enthusiasts are hard at it organising this year's annual week-end contest. They have chosen the ample water of the George Lakes as the venue and are laying on the goodies.

July 8, 9 and 10 are the dates!

Make a note—make a plan to be there. A must for every Spearheader. This contest is second only in importance to the S.A.Y.R.A. National.

Then there is the handicap series, the S.A.C.I. trophy, making sailing interesting for everyone. Roll up—bring your gear and have the week-end of the season sailing on the George Lakes. Remember it is on July 8, 9 and 10. Entry forms have been sent out, but if you want more send a telegram to Jim Horn, at P.O. Box 4094, Johannesburg, and you will get them by return.

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