



Erik Bongers sailed Avenger for the second round of the F.D. regatta at Simonstown when Gerhard Köper was unable to sail.
Photo: David Baker

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



HAVING JUST RETURNED from my annual leave, I have not been able to catch up on all the latest news regarding Andies. I must also admit to a preoccupation in getting my own Andy on the water by the end of July when the season starts at Zeekoevlei. Generally speaking, Andy activity will be on the up and up, especially in the Transvaal where Gerald O'Grady is producing hulls which everybody seems to rave about. Apart from the excellent finish, the weight comes to within half a pound of the minimum. This is really terrific as 2 lb. to 5 lb. in wooden hulls is considered pretty good going. The best fibreglass hulls that have previously been registered were 8 lb. over the minimum.

With most sailing seasons about to start we wish all Andyites plenty of water, wind and success.

FLYING DUTCHMAN ASSOCIATION—Hon. Sec.: Ian Beynon, B501 Devonshire Hill, Grotto Road, Rondebosch, Cape.



A MEETING OF the F.D. Committee was held in Cape Town on May 15, 1967. John Sully, President of the Association, was in the chair and was unanimously elected to the S.A.Y.R.A. council as the F.D. Class representative. He is no stranger to the proceedings of this Council and will apply his wide knowledge of sailing for the benefit of yachting as a whole in South Africa.

Our Commodore, Don Ord, has also been selected to represent the Transvaal interests on the Council, and will serve on the Regatta Committee of the F.D. World Championships at Montreal where he is sailing in the F.D. Week.

The special sub-committee of the W.P.S.A. has selected Gerhard Köper as their first sponsored candidate in the Flying Dutchman Class. The Management Committee appointed to assist him in the choice of the best boat available has secured quotations from seven overseas boat builders. This will be of interest to all Provincial Associations who may wish to follow the example of the Western Province, as well as would-be owners anxious to get the best value for their money. This information is available for the asking from the honorary secretary of the F.D. Association.

However, the solution to the problem of obtaining cheap hulls in South Africa, hulls which will stand up to the vagaries of our climate, from the damp air of the coast to

the dry heat of the Transvaal, is to build them here, possibly in fibreglass.

To this end, a couple of enthusiastic young men in Johannesburg have formed a company to build such hulls and have obtained a Kuhl hull from which to form a mould. Incidentally, this Kuhl shell will be available shortly. Buyers may order cockpit designs to their own requirements. I see no reason why a fibreglass hull should not be fast, provided it is of rigid construction and of minimum weight. One has only to see the success of such hulls in North America.

I have had a most informative letter from John Teale, who is investigating the theoretical speeds of sailing boats on the basis of waterline length, waterline beam, sail area and displacement. I do not want to steal John's thunder, but I would like to comment on one observation of mine; that many designs assume a cock-nosed aspect when planing, thus indicating that they are still trying to mount their own "forward pressure wave"—John's expression—and are "thus still attempting to climb a hill with a consequent loss of efficiency". In this respect, the F.D. planes on a remarkably even keel, doubtless due to the very fine entry which merges imperceptibly into the hard bilge and flat floor of the midship sections on which she rides with such stability while on a plane.

John's article will be awaited with much interest, coming as it does from an informed source free of the prejudice which accompanies any such argument among rival owners.

The General Committee of the International F.D. Class Organisation has decided to hold World Championship Meetings every non-Olympic year, thus creating the opportunity for South Africans to compete at an international level three years out of four.

Remember the F.D. Winter Championships at Lourenço Marques in July, with Rolly Tasker as our guest. He is a former world champion and is now a sailmaker of international repute. Here is another opportunity to get genned up on sails and racing tactics as well as having a first-class holiday.

The following is a list of the main events for Flying Dutchman during the forthcoming season:

- July 22: Z.V.Y.C. Opening Cruise.
- September 2, 3 and 4: Western Province Championships at False Bay.
- September 9 and 10: Halloween Trophy at Zeekoevlei.
- October 7 and 8: K.L.M. Trophy at Zeekoevlei.
- November 4 and 5: MacKay Trophy at Zeekoevlei.
- 1968
- January 6-7 and 13-14: Club Championships (Open)—Hermanus Yacht Club.
- January 20 and 21: F.D. Week-end—Hermanus Yacht Club.
- March 2 and 3: 1968 Cape F.D. Championships at False Bay.
- March 25-30: National Regatta at Saldanha Bay.

SOUTH AFRICAN YACHTING—July, 1967

SPEARHEAD-GOODRICKE—Hon. Sec.: R. Horn, P.O. Box 4094, Johannesburg.



NOW THAT IT IS THE CLOSED SEASON, it is appropriate to have a quick look at what Spearheaders around the country are doing. There is a great deal of activity along the Reef and surrounding areas. Out at Witbank Phill Acutt is hard at it getting a new club organised. On June 11, Spearheaders towed five boats up to the Witbank Dam for the day. W.Y.C. (Witbank Yacht Club) put on a royal spread. The wind was good, the organisation lively, the outing interesting (if a little cold).

Highlight of the day was undoubtedly the afternoon two-lap race. Spectators were kept in the spirit of the race by a running commentary, giving a gust-by-gust account of what the Spearheads on the water were doing. Had the crowd lining the banks to see the race! Over lunch we took new members for rides. Often three-up in strong winds (and icy spray), Spearheads planed the full length of the mile-long dam.

Back on the Reef there are a number of enthusiasts building boats. John Harrison (236) is busy on a wooden hull, now off the mould, and he hopes to have it ready for a Christmas launch party. Near to his launch date is Jack White (224 Quoodle) who, still at Wits University, is nearing the varnishing stage. Has sails and fittings plus standing rigging on order. Tom Gielink (Soyakazi 240 ??) brought a hull up from Durban built by Bas. Beavan to swell the fleet to five from the Simi stable. Bas. is busy on yet another Simi (211) for himself.

In Pretoria there is a group, shrouded in a little mystery, busy at night in home workshops. The rumours have it that the results will be good—new competition for all... wait and see. In Kensington, Johannesburg, another boat is well on its way to launching. Enthusiast Fred Dukes has all equipment ordered and is looking forward to an early launching—hopes to catch the August wind. Ernst Rindfleisch (Timbuku 219) is another new-comer, our first real enthusiast at Murray Park Yacht Club.

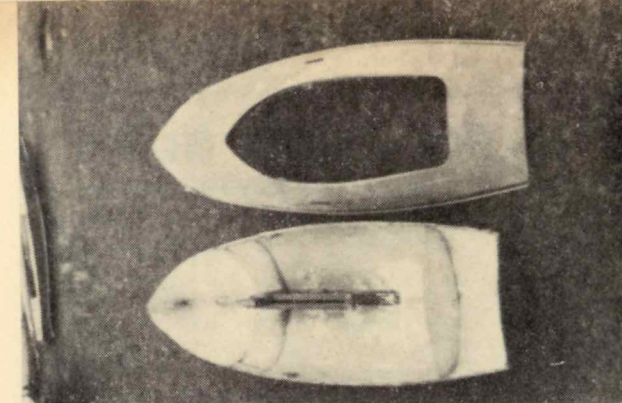
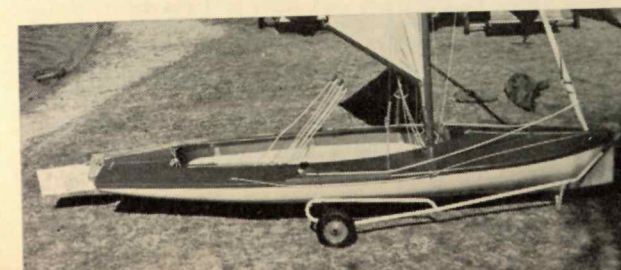
Then there is Ernest Orr (Victress 226). His new Halmatic has a vivid tangerine and white colour combination, with spinnaker to match. Looks bright. Is bright. Promises to be a real challenge at F.Y.C. where he will be sailing.

News from Evander Yacht Club tells us that enthusiasts Brian Hutty (he has placed his order and registered Wasp 228) and John Bennett are both on the list for Halmatics. Good show, chaps! Nice to see a fleet starting on new waters. Both are ex-Andy skippers, so they know their way around and will find Spearheads a natural step. Brian, of course, has sailed Spearheads before—now hopes to have a fleet of 10 at Evander before the season is out. And Stan Smith, too, has his Halmatic. Stan ordered a specially coloured deck, they call it "Stan's Green" now. He is busy rigging and threatens to be a strong force to contend with in next season's racing.

It is just over a year since Halmatic started producing fibreglass Spearheads. So our scribe went down to the factory to have a look around to see how today's boats are turning out.

A year ago Halmatic were receiving orders, canvassed by Arrow Sails, and when the boats had been completed, were delivering ex works to the owner. It is slightly different now. Arrow Sails, who incidentally have grown and formed a company, are accepting moulded components from Halmatic and are undertaking the assembly. The advantage in this is that Spearheaders now get specialist knowledge in

Here are two views of the Halmatic Spearhead. A transom shot showing the new wide cockpit and how it is fitted out and a side view which shows off to advantage the long sleek lines of the racy Spearhead hull.



Johnny Roux's Skebenga hull stripped and ready for its new fibreglass deck.

glass work and in sailing requirements going into their boats. The best of both worlds!

Tony Bennington's (also ex-Enterprise) hull had just come out of the moulds and with the completion of Tony's boat, the Spearhead fleet will have grown by no less than 38 Halmatic fibreglass hulls in the past year.

The design is basically unchanged, so is the price. A hull still costs just R250. There are a few extras available now. These include centreboard casing rubbers, toe straps and cantilevers under the foredeck. A boat complete with all these extras and including chainplates, forepeak tang and toestraps tangs as standard equipment, sells at R275.

In addition, Terry Ellis, late of Durban, has joined Arrow Sails to head up production. Now Spearheaders can get all their equipment from one source. Saves endless time running around trying to find all the bits and pieces one needs. An organisation now exists that will help to put around 40 Spearheads a year onto the water.

News for the do-it-yourselfers is that you can now buy either a fibreglass deck to be fitted to a wooden hull or a fibreglass hull onto which a deck can be fitted. Johnny Roux never lets go—Skebenga is to be given yet another life. In May, Johnny stripped off her old deck and bought a fibreglass deck from Arrow Sails. The photograph shows the hull and new deck side by side. Now all he has to do is put in a few bulkheads, drop the deck onto the hull, bond it in place and "Bob's your uncle": a new boat. Bit of paint on the hull and we will all be hard pushed to keep up. Be good to see "Bengies" on the water again. They say old soldiers never die!

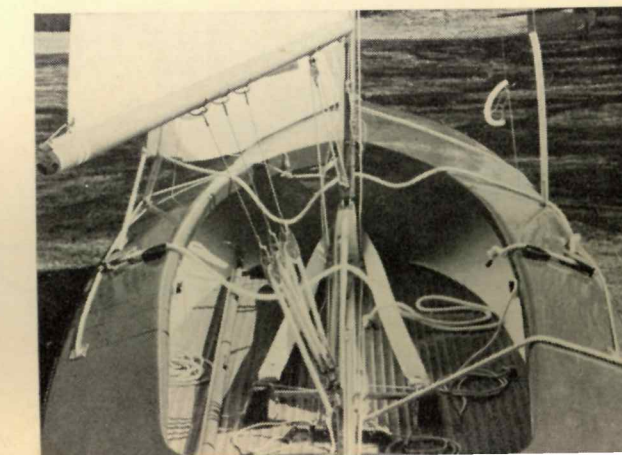
TEMPO ASSOCIATION—Hon. Sec.: J. E. D. White, P.O. Box 77, Hermanus.



THOSE OF YOU with wooden boats are probably very busy refurbishing before the new season. When you have your hull stripped and freshly varnished, take the opportunity to weigh it again. We have had a number of reports of astonishing gains in weight after a year or two, and would be most interested to have some more statistics. You can get a quite accurate reading by weighing the boat on its side on an ordinary bathroom scale.

We have been asked by several members to clarify the matter of "light" and "heavy" boats. In most dinghy classes there is a minimum weight allowed for the hull. This minimum in the Tempo is 176 lb. Since you cannot

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have a hull weighing less than this, the optimum weight would be exactly 176 lb. Even if a boat starts out weighing this, it is likely to undergo periodic changes of fittings or additions of fittings, also perhaps added strengthening or paring down, and if wooden, it may take up water. So even if your hull starts out at minimum weight, it is unlikely to remain there. Many of the earlier wooden Tempos when first measured weighed a good deal more than this; anything up to 240 lb. It is generally agreed that the heavier hulls are slower than the light, and it seems not unreasonable to suggest that if the hull is much more than 20 lb. overweight it will not go so fast as a minimum weight boat sailed by the same skipper, all other things being equal. There is no need, however, to have such a violent reaction to the weight question that you would not be seen dead in anything weighing over 200 lb.! Tempo racing in at least three areas now seems to have reached the stage where weight counts, and the heavier boats are no longer highly competitive, but fortunately most Tempo owners are still perfectly content with heavier hulls, which only make up something like 1 per cent of the potential speed of the skipper, boat and sails. Your secretary's opinion (which is definitely not law!) is that the skipper is worth 90 per cent of the speed, and hull, sails and tuning the other 10 per cent.

In light wind conditions with a lumpy sea it can actually be better to have a heavy boat, as it is not as easily stopped when it hits the waves, and tends to force through the water where the light boat gets stopped dead every time a large wave hits it.

Generally speaking, the light hulls are those between, say, 176 lb. and 186 lb., medium hulls between 186 lb. and 200 lb., and heavy hulls are those over 200 lb. Some heavy hulls have been found to be very fast indeed—especially if the skipper was unaware of the weight—and it is felt that good sails are more important than a light hull.

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).

The first news for many months about Extras outside the Western Province has been received from John Cowin in Johannesburg. He sails at East Rand Y.C. and tells us that there are two other Extras, besides his own, on the club's register. After hearing about our entry at the last W.P. regatta he goes on to say: "We feel a little envious of you taking part in your local regattas and hope that one day we may be able to do the same up here."

The Association intend to embark on an active campaign to establish and encourage growth in the class throughout the Republic, so do please write and let us know what is going on in your particular areas.

The June Trophy Race was held at Zeekoevlei again and

on the day there was practically no wind at all and the skippers needed to use every trick they knew to keep their boats moving. There was an entry of 10 boats and from the start, *Jynx* (Nap Lategan), established a lead from *Talisman* (B. Mylrea), *Xsusy* (G. Greathead) and *Excalibur* (R. Keytel).

It looked at this stage as though *Jynx*, who seems to prefer the heavy weather, was going to retain her position throughout the race.

The next two legs were both reaches and *Xsusy* and *Excalibur* overtook *Talisman* to close up on *Jynx*. After the run down to Lotus these four boats were all in a close bunch and the final beat back could have been anyone's race.

Xsusy decided to say with *Jynx* and with some fine sailing managed to break through and take the lead. *Excalibur* broke away in an attempt to gain an advantageous wind shift but was not lucky and the final placings were: 1. *Xsusy*, 2. *Jynx*, 3. *Excalibur*, 4. *Talisman* and 5. *Xwinds* (R. Preedy). After handicaps had been applied *Xwinds* moved up to win the trophy with *Excalibur* second and *Jynx* third.

It is rumoured that there is to be a Bongers Extra afloat soon. Delivery time given was extremely short and the appearance of the boat is eagerly awaited. Full details will be available for next month's notes, I hope.

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



"TO BEND OR NOT TO BEND—"

... but you do not have to burn your old spars, even if the winter months are cold. The first thing to determine is why you feel that way about your spars and then alter them to suit you.

Firstly the boom. It should be vertically as stiff as possible—for all weights. If a lightweight has a soft boom the tack moves towards the mast, the lower few feet of the sail are flattened and greater fullness is thrown into the upper part of the sail. Reference to fig. 1 will

make this clear. Obviously, if you are battling to hold the boat level you want the drive down where it does not exert much turning moment, and not high up, where it does. To stiffen your boom run it through a circular saw and glue it up again, with an additional piece to make up what was lost. Be careful to glue it straight, as the rules prohibit permanently bent spars and your sails will not be cut for them.

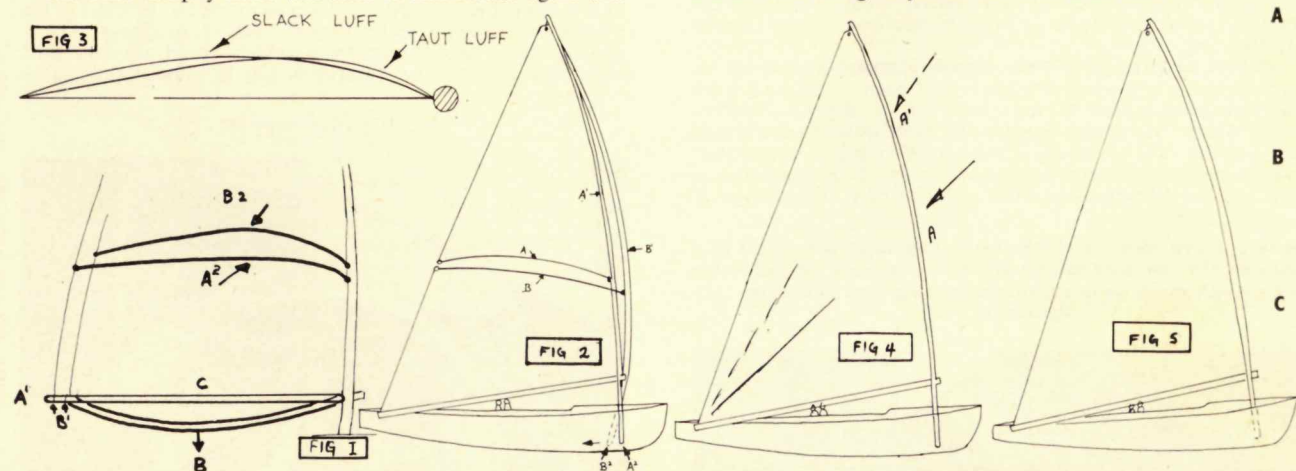
FIG. 1. A vertically soft boom moves the tack from A' to B', flattens shaded area C but gives extra draft higher up the sail at B².

FIG. 2. The camber is flattened (B) by bending the mast to B' by moving the heel of the mast to B², i.e. decreasing rake.

FIG. 3. The position of the draft can be varied by adjusting the luff tension (with your Cunningham).

FIG. 4. Folds caused by taut cloth point to A where mast is too flexible (or A' if fold follows broken line).

FIG. 5. "A" Fore and aft stiffness for drive in an awkward area of the sail and sideways bend to open the leech and take the sting out of puffs. "B" Fore and aft bend according to sail, "C" Fore and aft bend here gives you full sail with loose leech.



This does not apply to lateral stiffness. A lightweight, or less athletic, person can use a boom which falls off sideways, easing the tightness of the leech and reducing weather helm. But remember that the easiest way to reduce weather helm is holding the boat flat, so do not be misled. Remember that the leech and degree of heel are your biggest steering factors and the less sawing and fighting with the tiller the faster you will go.

The mast should be tuned for windward work by placing the boom just off the deck and then starting your tuning by altering sail and mast trim. The reasons for this are threefold: firstly, the leech is nearer vertical, which improves the efficiency of the sail; secondly, there is less air escaping under the boom; and thirdly, the sheeting angle and leech tension can be judged better and controlled with greater accuracy. Fig. 2 shows how mast rake is used to adjust the camber; more rake providing more camber for lighter winds.

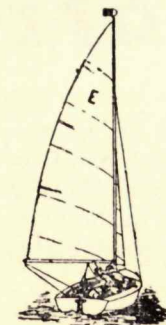
Having set your boom on the deck and fiddled with numerous ropes to try to get the sail looking right, to your horror you find that no matter how you do this you have crinkles.

Analyse these folds carefully, for they tell you what to do. Firstly, the folds parallel to the boom are controlled by your Cunningham cringle (see fig. 3) or other effects, and this should be a continuing process whilst sailing. If you have radial folds created by the cloth being under tension they will point to the part of the mast which is too flexible compared to the rest. One must therefore add wood to the front of the mast here or plane elsewhere (see fig. 4).

The tendency today is to have the mast stiff fore-and-aft, but with a relatively flexible sideways bend in the top quarter which allows the leech to loosen in a puff and reduces the drive at the top of the sail as the wind comes up. The successful Raudaschal masts and sails are based on this.

Fig. 5 shows a summary of what one can do with a mast. You can have a mast and sail which match admirably, but for your weight the mast may be either too hard or too soft. Measure it carefully with a weight in the approved fashion. To get a stiffer mast add wood, and then plane to achieve the same measurements using a heavier weight. Reverse the process to make a bendier mast.

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



PLANS FOR THE forthcoming Enterprise Week which is to be held on Durban Bay from July 8 to 13 are now in an advanced stage, and although entries do not close until towards the end of June there are already indications that more than 30 of these blue-sailed yachts will be competing.

Circulars regarding the regatta, which is the first to be held since the Enterprise gained its national recognised status from the S.A.Y.R.A. last April, have been posted to clubs and members of the Enterprise Association throughout Southern Africa. Full details regarding racing times and dates have already appeared in earlier issues of this magazine and by now are well known to yachtsmen.

Despite the fact that two major regattas are to be held in Rhodesia during the next two months—one of which clashes directly with the Durban event, it is understood that at least a few Enterprises will take part in Durban's attraction—especially in view of the planned inter-provincial sailing championship which will mark the end of the Enterprise Week.

Although the Enterprise Class is strongest in Natal and the Transvaal, it is also anticipated that a smattering of entries might be received from a few clubs boasting these craft in the Cape and Free State. In fact, it would be a good thing for the class as a whole if sufficient entries could be received from these two provinces to justify their being represented in the inter-provincial event, which at present looks as though it will be confined to Natal, Transvaal and Rhodesia.

Talking about Rhodesia—despite the "Guard Against

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more CLASS NEWS

(Continued from page 55)

Gossip" campaign presently being run in that country—my spies report that the strength of the Enterprise Class there is gaining each season, and they are able to boast entries of more than 40 at the various regattas. Mike Green, chairman of the Enterprise Association in Rhodesia, estimates that there are anything between 80 and 100 of this type of yacht in the country. "Of course," he added, "this is really only a conservative estimate. I would not like to stick my neck out and say that there are more than 100 registered and unregistered Enterprises in Rhodesia, but this may very well be the case."

The main regatta, which will clash with the Durban week, will be that to be held at Umvukwes Lake, about 90 miles from Salisbury, on July 8 to 11. This regatta is part of the national celebrations in Rhodesia to mark Rhodes and Founders week-end.

Even larger entries of Enterprises are expected for the Central African regatta which is to be held on Lake McIlwaine, just outside the Rhodesian capital, from August 27 to September 2. Mike Green estimates that a fleet of at least 40 Enterprises will take the water for this event.

Reverting back to the coming Durban week, the annual meeting of the Enterprise Association is to be held during the regatta, and among the items on the agenda will be certain amendments to the constitution. These amendments are designed to bring the constitution fully up to date.

R.C.Y.C. ONE DESIGN—Hon. Sec.: Owen Thomas, 6 Shaw Road, Rondebosch, Cape.



PLEASE NOTE the new address of the Hon. Secretary.

Wonderful news. Thanks to the efforts of Jan Louter, of Durban, Alcan of Pietermaritzburg are now prepared to extrude a very fine pear-shaped aluminium section mast with the track incorporated. This mast will weigh approximately 64 lb., be tapered at the top and should be stronger than the present wood section. The technical

committee have sent the plans over to Van de Stadt, the boat designer, as well as to English mast manufacturers for their approval or comment. As soon as the O.K. is given, Alcan should produce these masts within 2½ months. The price will be most reasonable, but the more we order the cheaper they will be. The section, approximately 4½ in. by 3½ in., will suit other boats as well, such as Buccaneers, small trimarans and catamarans. It weighs 1.8 lb. per foot and is approximately 36 ft. long. If we can get a bulk order, the price should be approximately 43 cents a lb. If this interests you, please contact the writer, K. Warr, Medical Centre, Cape Town, or Jan Louter, c/o Point Yacht Club, Durban. Do not approach Alcan as we must have a bulk order to get the project started.

We at Cape Town recently had a most interesting Seamanship Race. Among the things the boats had to do was reef mainsail, plot bearings of one of the marker boats, steer one leg of the course without a tiller. This the O.D.s did superbly as they are beautifully balanced. Our President, Bill Slight in *Sewin*, displayed great powers of seamanship and won comfortably. Congratulations, Bill!

Important Cape Ocean Races

September 2-4. *Burradoo Cup*. Race to Saldanha and back. Open to all keel yachts but invariably won by O.D.s if one includes *Zeeslang*.

December 26. Ocean Race of plus 180 miles organised by the Cruising Association of South Africa and the Royal Cape Yacht Club. Possible course Cape Town-Cape Point-Gans Bay (near Hermanus)-Simonstown-Cape Town. The last one took place 2½ years ago when the O.D.s took all the major positions.

Had a chat with Melville Stephens of Mossel Bay the other day. He is about to take delivery of a Durban-built boat. He hopes to have the boat ready for the December Ocean Race and the Saldanha National, March 25-30.

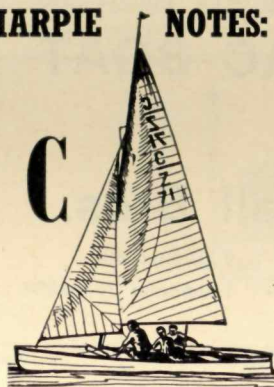
We are in the middle of our championship series for the Western Province Trophy. Race One. 1. *Zeeslang*, 2. *Alhoa*, 3. *Cirrus*. Race Two. 1. *Alhoa*, 2. *Cirrus*, 3. *Zeeslang*. We look forward to the final when any of the three can win. In both races positions changed and the final results were close.

Should any boats from outside ports come for the December Ocean Race and then wish to leave the boats at Cape Town for the March National, I feel sure Royal Cape Yacht Club will look after them. If we do not have moorings, our new crane can lift them out of the water and store them on one of the numerous cradles at the club.

There is a move afoot to organise a race Cape Town-Saldanha just prior to the National. Prizes to be won outright for first, second and third positions.

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

SHARPIE NOTES:



NEWS FROM BOSKOP sent in by our Vice-president Mac Vosloo is as follows:

"Due to numerous Sharpie types having left the Boskop area the Sharpie fleet has dwindled to four active boats, viz. *Swing*, *Rapier*, *Eversharp* and *Blue Peter*. For the past season *Swing* won both the Class Championship and also the Club Championship with *Rapier* second in both.

"Keen yachtsmen are Mac Vosloo, Uric Kennedy and Frank Pullen who enjoy attending all the regattas they

possibly can. Other Sharpies at Boskop are *Vixen*, which has not sailed for months as she has been undergoing repairs, *Attack*, an old boat from T.Y.C. which has just changed hands, and *Skua*, which has not sailed this season."

News from Henley-Midmar is that Ron Weston intends holding a couple of Sharpie social evenings in order to maintain interest. There are no fewer than 16 Sharpies on the Midmar waters, with two more being bought (second hand) and this will bring the total to 18, of which 14 will sail regularly every Sunday in the new season. This will probably keep the Sharpies as the strongest competitive fleet every week-end.

Sharpies on Midmar waters are as follows: *Panga*—John Disney; *Rocket*—Jim Carrick; *Chinook*—Geo. Hawarden; *Celt*—Joe Duveen; *Ricochet*—Ron Weston; *Aero*—University (P.M.B.); *Merlen*—Chas. Axelson; *Seal*—University (P.M.B.); *Scimitar*—I. E. Williams; *Poignard*—Jim Seymour; *Scythe*—? (new member); *Dirk*—Dick Andrews; *Machette*—Hollander; *Tomahawk*—? (new member); *Claymore*—Gordon Cairns; plus three other Sharpies (Errol Witherdon, Jock Marshall and Dane).

The following is an interesting extract sent to me by Ron Weston. This was reported by the Yachting Correspondent in the *Daily News* on May 19, 1967.

Where have the Sharpies gone?

What has happened to the Sharpie Class? Fifteen years ago it was one of the biggest classes racing in South Africa. Today there are few of the sleek craft left.

It is a class which has been left behind in the yachting explosion South Africa has experienced during the past few years. Perhaps it is the rapid development of other dinghy classes which has overshadowed the Sharpie. This is a pity for the Sharpie has all the ingredients of a thoroughbred racing dinghy.

It is a three-man craft with a trapeze and a reaching spinnaker to keep the crew occupied off the wind. The

(Continued on page 58)

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more CLASS NEWS

(Continued from page 57)

Sharpie planes at the slightest excuse and is extremely lively to sail.

Years ago there used to be a highly competitive fleet of Sharpies on the bay and John Sully and Noel Horsfield both became top Flying Dutchman skippers after sailing Sharpies.

Overseas Sharpie associations, to keep up with modern trends in dinghy design, have passed new rules within the class to keep it alive. They reduced the minimum weight by allowing plywood construction instead of planking. Another rule passed is that two men may sail instead of three.

Rules like these have kept the class very much alive in Australia and New Zealand. Possibly the same rules could revitalise the class here in South Africa.

In next month's Sharpie Notes there will be something about the Australian Light Weight Sharpie.

O.K. CLASS ASSOCIATION—Hon. Sec.: Vic Proctor, 24, Kilkenny Road, Parkview, Johannesburg, Phone 41-2047.

OK

BY NOW ALL YOU O.K. skippers have probably decided to do a bit of renovating during the winter months, although I am sure some of the hardier types will carry on sailing in spite of

the cold weather which we have recently experienced, especially in the Transvaal.

From Welkom we hear that prospective O.K. skippers are in the throes of building new boats and we wish them every success with the new craft. We also hear that some of the old hands are now getting their boats measured!

Recently the Emmarentia Boys went over to Rietvlei in Pretoria for an informal get-together and we were most impressed with the performance of Irvine Brittan's new imported O.K.; especially considering that he had been sailing an O.K. for just over half a season. The general layout and finish of Irvine's new boat is extremely impressive and he certainly gave some of the "veterans" a good run for their money. Although all the other Rietvlei O.K. skippers have not had their O.K.s very long, we were very pleased to see how well they all handled their boats. Perhaps next season we will see some of you Rietvlei chaps out at regattas—remember the motto, "HAVE BOAT—WILL TRAVEL"

News from the Cape, where our secretary recently spent his holiday, is that the class appears to have established itself quite well at Imperial Yacht Club. Mr. Overton has recently taken over *Joker* (S.A. 28) from our old friend Jimmy Duncan and Thom de Roo writes that he is busy renovating his boat and that he would be only too happy to meet and assist any prospective or current O.K. owners.

Mr. M. King of Port Elizabeth writes that whilst visiting Knysna he met the Zee family from Cape Town with a very new and magnificently finished O.K. and that they went to great lengths to help him and allowed him to spend a while sailing although he had never even sailed a racing dinghy before.

With the ever-increasing demand for new boats we can happily advise that O.K.s are being extremely well built by a firm in Johannesburg at prices which should suit most

Dion Harvey and Peter Noer seen discussing rigging of an O.K. dinghy at a recent regatta.



pockets and thus enable junior skippers as well as the older members to own these boats. Any inquiries in this regard should be addressed to our secretary who will be pleased to furnish further details.

Congratulations to Mark Partington of E.S.C. who recently launched *Psychokey*. (This is the third boat father has built and it really is a beauty.) Yet again we must remind some of you that your R2 subscriptions are long overdue and if you want to remain on the mailing list they should be posted immediately.

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



tion. We understand that demand is at the moment in excess of supply and a delay of some weeks is inevitable when placing orders.

We have on order for South Africa glass-fibre boats in kit form, that is finished glass-fibre hulls with complete kits of wooden parts for finishing; decks, thwarts, seats, rudder and stock, centreboard, floorboards, mast, boom, full width horsesheet, etc. It is expected that the kit with everything to complete the boat, except sails, will be available for sale at approximately R600 and at the price is a most attractive proposition, requiring only a couple of weeks of enjoyable assembly to produce a first-class unit. Due to the delay in supply those wishing to procure one of these imported kits should contact the secretary immediately.

To those who have recently acquired a boat and are new to the G.P. 14 Class Association we want to condition you now for participation in regattas. Class, Provincial and National for the coming season. Most of the present G.P. sailors entered the class with little, if any previous sailing experience. We are fortunate in having a boat that is an excellent trainer with no hidden vices, one that will stand plenty of abuse and give in return faithful and durable service, but which will with a little experience provide fast, exhilarating, safe sailing and keen competitive racing. We are aware of the trepidation with which people approach their first regatta because it does not seem easy at first to learn the ropes. Actually the process is very pleasant. It is like a dip in a cool pool; once you are in the water's fine and soon you will be looking forward to participating in many future regattas. So come out, ask questions, participate. You may drop some clangers but have not we all!

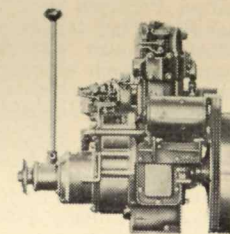
Congratulations to Peter de Neef on the purchase of *Gay Nymph* (6420) from Bill Donnelly, a fine boat with a magnificent record which Peter will doubtless endeavour to maintain. The Hawkins family have produced a superb successor to *Chiel* during this winter and we wish them good winds, favourable shifts and an enjoyable sailing season. A warm welcome to John Rennie who is now completing a bell kit (6880) *Heavenly Dawn* which he will probably sail at Hartebeespoort. We look forward to seeing him at our regattas. A sad farewell to Hal Taylor, one of the early G.P. pioneers; a keen and experienced sailor and a staunch supporter of the class who has for health reasons had to curtail his sailing activities. We sincerely hope that Hal will retain the strong bonds with the class and when good health returns, will trounce us all once again.

As the season closed with a frost bite series at Loch Vaal so it is hoped will it open. An endeavour is being made to organise a regatta at this delightful venue for the long week-end September 2, 3 and 4 which should prove a popular and enjoyable beginning to the season. Full details will be published in the next edition.

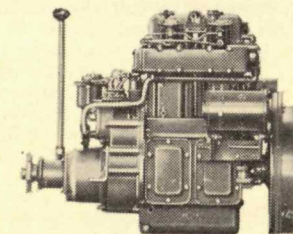
(Continued on page 60)

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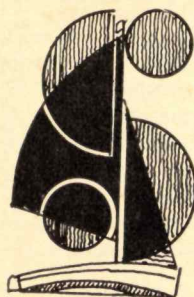
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more CLASS NEWS

(Continued from page 59)

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



LAST MONTH I MENTIONED the question of a Sprog representative on S.A.Y.R.A. We have written to Jack Goldsmith in Durban, Alec Paterson in Port Elizabeth, and Mike Kearney in Cape Town, to let us know how their local Sprog skippers want us to go about the election. A meeting was also held recently with two representatives from four large Sprog fleet clubs. We held a long discussion on the subject, such as who will be most capable, postal ballot, giving several names in a postal ballot to be voted on, etc. The end result was that they

thought the Association President or his nominee should represent us on S.A.Y.R.A. They feel he has all the data to hand, and is in constant touch with members in other provinces. This argument, I feel, outweighs the claim that S.A.Y.R.A. will become too Transvaal-minded.

At this time of the year many skippers in all dinghy classes will be considering refitting and painting their boats. Maurice Dibb, a leading Natal skipper, has had considerable experience in this regard, and his findings, set out below, should be of interest to most yachtsmen:

"Polyurethane paint is notoriously difficult to apply, but as it achieves such a fine finish, is exceptionally hard when completely set and far more impervious than any normal paint, it is well worth persevering with one's endeavours to become conversant with the material's characteristics.

"Be careful when using the recommended filler for Buffalo polyurethane (Ref. X80), as this is a turpentine-based material which requires a considerable period for hardening before coating. A better filler can be made out of polyurethane extended to suit the circumstances. Large areas, such as holes in the bows caused by buoys (usually my trouble), can be filled with a mixture of polyurethane and 'Alabastine'. However, finer defects should be filled with a mixture of polyurethane and micronized talc.

"Due to the speed with which the material 'goes off' it is necessary to use a retarding thinner (Buffalo Ref. W73) which, if added at the rate of 20 per cent to the mixed paint, allows one just sufficient time to join a panel to another without the paint 'pulling'. Using a good quality 4 in. brush and a bowl, the material can be laid on a fairly large area with a resulting good finish. Do not consider the addition of a retarding thinner to polyurethane as a method of extending the 'pot life' of the material.

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



PRESIDENT'S REPORT given at the recent A.G.M. Last year I told you that our register showed 33 boats. Since then our progress has been steady and the number of registered boats now totals 62. These are boats for which we have been allotted sail numbers and there are three others for which numbers have not yet been allocated,

so we have almost doubled our fleet during the past season. We must now put our sights on the 100 mark and I am confident that by this time next year we will be very close to this figure.

The following is a breakdown showing the strength in various centres: Victoria Lake Club, 18 boats; East Rand Yacht Club, 13; Loch Vaal Club, 7; Henley Midmar Club,

7; Point Yacht Club, 7; Boskop Yacht Club, 3; Transvaal Yacht Club, 2; Pretoria Sailing Club, 2; Florida Yacht Club, 2; Gaberones Boating Club, 1.

A further interesting factor is that 50 of the above boats have been measured and have been or are being issued with Measurement Certificates, the balance are boats under construction. This is a very high percentage and it must always be our intention to keep it this way. Our membership stands at 84 but I would like to see this increased by more crews becoming members.

The past season has been a very significant one in the growth of our class. We started the season with the Thomas Team Race at Rietvlei, Pretoria, at which we had a turnout of 12 boats in spite of the very cold weather. This was followed with 13 boats at the Transvaal Championships at Vaal Dam, and then in January we also had 13 boats at the National Regatta in Durban which really gave the critics something to talk about. Shortly after this the Natal 505 Championships and final trials for World Championships were held at Midmar where the turnout reached 18. The official sailing season ended with another Team Race at V.L.C. for the Thomas Trophy where we had 18 boats competing. This was followed by a Frost Bite and Deep Freeze series at the V.L.C. Club over a period of eight week-ends at which the 505 was again very prominent. The culmination of all this is, of course, the All Africa 505 Championships at Lourenço Marques from July 9 to 16 for which we have the truly magnificent entry of 27 boats. I would personally like to thank all of you for having done so much during the past season to push the 505 image into the South African sailing scene. I would like to make it quite clear that the strength of this class lies with the boat owners, especially those who are prepared to fly the flag in other waters.

On the International front our class is expanding rapidly. This can quite easily be seen from the sail numbers which are issued internationally in strict rotation once construction of a boat has started. This means that for every number issued a boat is launched. International registrations have averaged out at one a day during the past two years. This proves the popularity of a class which now has national associations in 23 different countries.

In 1966 we were represented by Don Ord and Lou Serurier at the World Championships in Australia; this year we will once again be flying the South African flag at the World Championships in France represented by Maurice and Ralph Dobeys. These chaps will also be competing in the British Championships and other regattas prior to the World Championships and I know that you will all join me in wishing them fair winds and good sailing.

Sending teams to World Championships is a very expensive proposition, especially when no financial assistance is obtainable from official sources. In both 1966 and 1967 we have been fortunate that competitors have been willing to finance their own trip, but this state of affairs cannot continue indefinitely and until such time as we are in a position to ask for official assistance we are always going to be faced with this problem. For this year's World Championships your Committee had a scheme ready, if it became necessary, to raise funds, but due to unforeseen circumstances it was not possible to put this into operation and fortunately we were not called upon to meet any heavy expenses. The incoming Committee must give this matter serious consideration on a priority basis and if any of you have any ideas on the subject then we would be pleased to have them.

A few days ago we received an invitation to participate in an International Team Race in Britain over the week-end of September 16-17. If any of you are intending to be in Britain at that time and are prepared to take your sails with you an entry can be arranged. We already have one offer of skipper and crew but require two more of each to make up a team. It would be another feather in our cap if we can participate.

We have now come to the stage where we hand out the bouquets and I put John Bird at the top of this list. John has been our P.R.O. for the past year and has done a really magnificent job. His efforts have helped considerably in keeping the interest alive in the 505. Second on my list is my wife Joan—our Hon. Secretary. I do not think any of

(Continued on page 62)



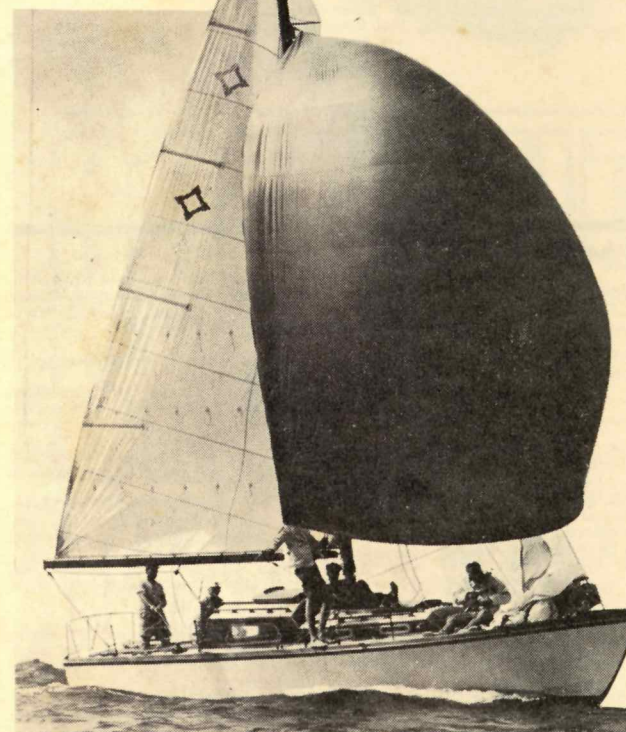
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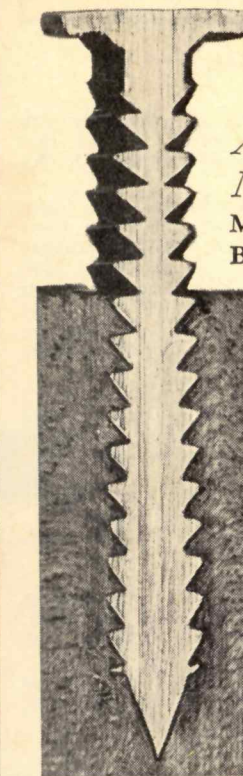
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more CLASS NEWS

(Continued from page 58)

you realise what a secretary has to put up with unless you have actually had the job and it is sufficient to say that without a good secretary no organisation can flourish. We are flourishing.

During the season we lost two members of our Committee, our Vice-President Derek Scorer and Alan Lawrence. Both of these chaps have decided to become rugged individualists and we wish them well in their new class. The only remaining member of our Committee is Arthur Saul and I do not think that it is necessary for me to say what Arthur and his wife Sue have done for us. They are always ready and willing to help us in any way possible and to both of them I would like to say thank you.

This brings me to the end of my report and whether I am elected to serve you or not for the ensuing year I would like to take this opportunity to assure you of my continued support and wish you all fair winds, good sailing and may the 505 go from strength to strength.

G. A. Duffin,
President.

The following office bearers were elected at the meeting. President: George Duffin; Vice-President: G. M. "Bob" Thomas; Hon. Secretary: Mrs. J. A. Duffin; Hon. Treasurer: A. D. Nelson.

Fleet captains were also appointed and they are: Arthur Stiles, Durban; Maurice Dobeyn, Midmar; Arthur Saul, V.L.C.; Hugo Beck, Loch Vaal; John Bird, East Rand.

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