NATAL 'WATERSIDERS'...


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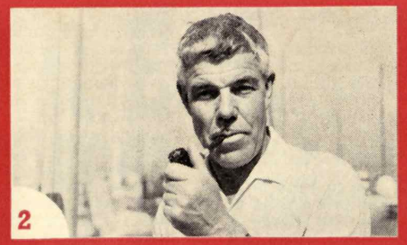
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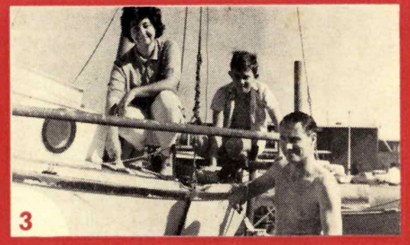
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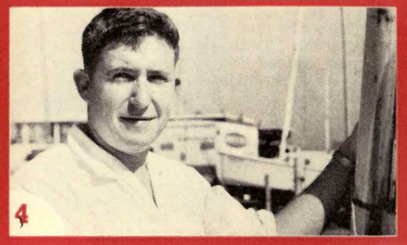
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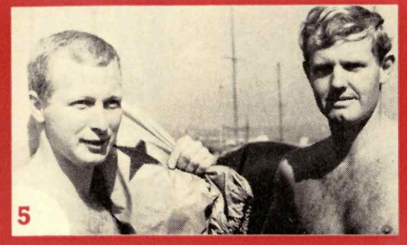
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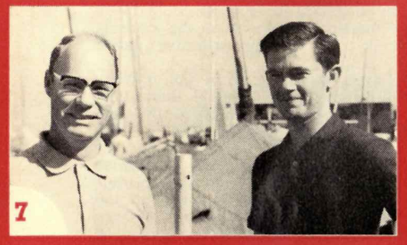
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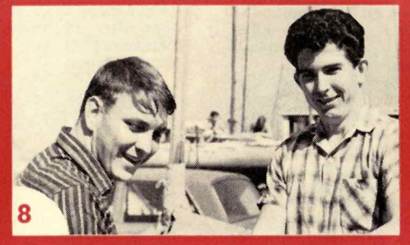
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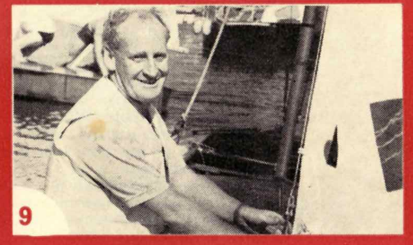
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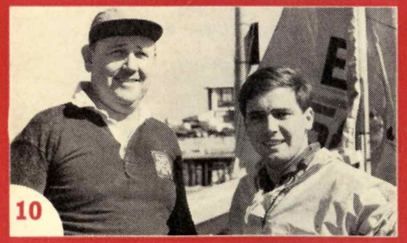
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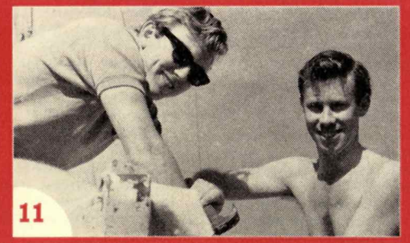
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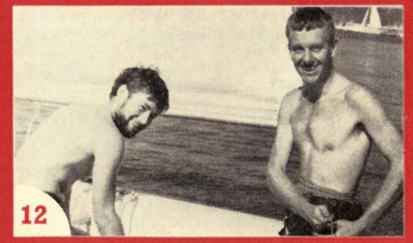
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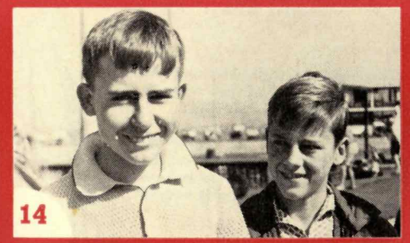
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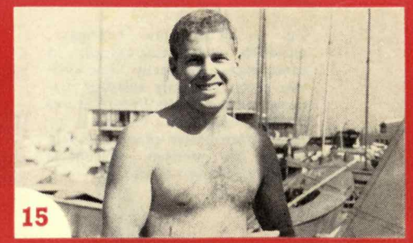
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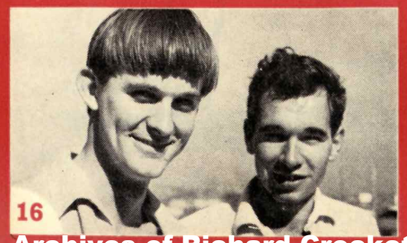
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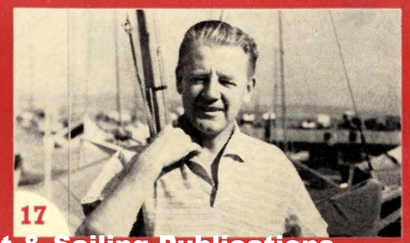
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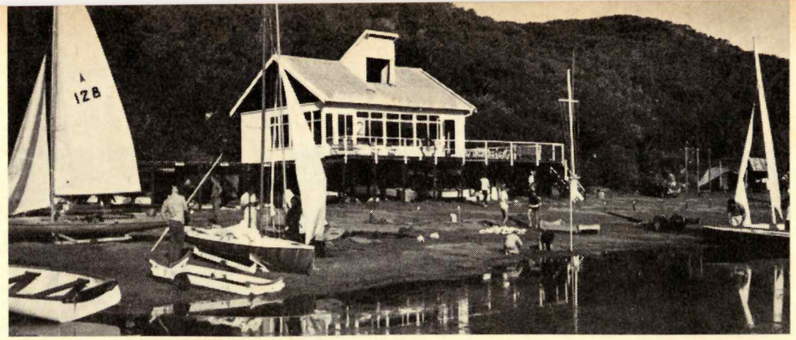
from THE CLUBS



Above: General view of G.L.Y.C. Clubhouse where the successful Spearhead Week-end was held recently.

Below, top to bottom:
Anton Verhagen, Desmond Savage, Peter Farrell and Shaun Rivas.

Adrian Watermeyer, Commodore of U.C.T.Y.C., and Susan Baxter with Spearhead "Gergee".

Peter Grant, Commodore G.L.Y.C., and daughter, Jennifer, launching "Mistral".

Bridge Officials Bill Glanvill and Arie Verhagen.

False Bay Yacht Club

THE new committee at False Bay Yacht Club, elected at the annual meeting on July 28, is as follows: Commodore, J. H. F. Lilley; Vice-Commodore, Dr. A. H. Brookes-Heywood; Rear-Commodore, I. A. Walter; Hon. Secretary-Treasurer, Cdr. T. E. Donkin; Committee Members, A. Holing, F. Hitchcock, G. Johnson, C. H. T. Knipe, J. P. Zonjee; Co-opted member, J. Golding.

The meeting was well attended and after lively discussion it was agreed to raise the entrance fee to R15 and the annual subscriptions to R12.

The Simonstown Town Council has agreed to lease to the club the other portion of the building at R2 a year for the same period as the present lease. Repairs to the roof have already been started. The walls will be plastered, windows attended to and the two buildings connected by a double doorway. This work will be for the account of the W.P. Regatta at False Bay on September 2, 3 and 4. The levelling of the floor will be for the account of the Club. The Council has agreed to renovate the wooden office and attend to the guttering around the club building. They helped the club for the regatta by clearing the slipway and roping off the required areas. A contract has also been accepted for re-fencing the slipway area enclosing a larger area, now that soccer matches are no longer played on the foreshore.

Durban Commodores . . .

THE Royal Natal Yacht Club and the Point Yacht Club have both had their A.G.M.

The Point Yacht Club will again have Bob Fraser as their Commodore during the coming year with Peter Collins as Vice-Commodore and Arthur Stiles Rear-Commodore.

A new member on the general committee is Maurice Dibb and new members on the sailing committee are Don Campbell, John Howard and Brian Metcalfe who will not be here much longer as, again, he has been transferred—

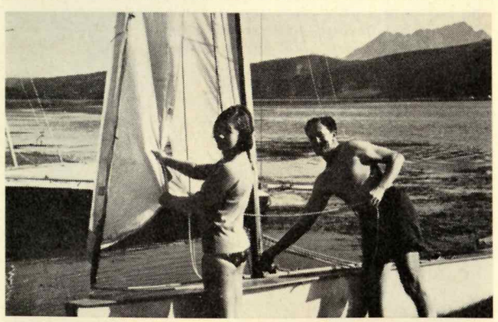
(*Continued on page 26*)

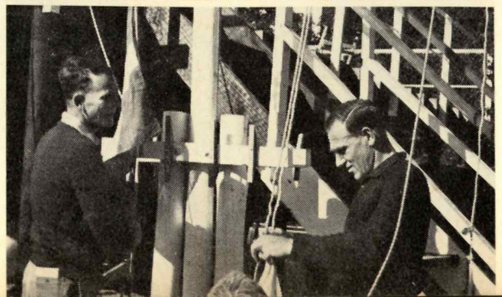
1. Keen Enterprise sailors, Don and Paddy Young.
2. Fin skipper Arthur Hinkley.
3. The Newman family prepares White Fang for the coming season—Audrey, Peter and Rodney.
4. John Howard.
5. Arthur Pace-Balzan and Rob Lorden.
6. Flying Fifteen skipper Fred Mulder.
7. Arthur Stiles and Bryan Vickers.
8. Barry Coleman and George Schofield.
9. Fireball crew John Hall.
10. Basil Tucker and crew John Trewavas.
11. Fred Healy and Geoff Healy are renovating the 30 year-old, 23 ft. sloop Corinthian for the new season.
12. Bill Ellens and Peter Clarke, 505 enthusiasts.
13. David Alexander.
14. Ian Melville and crew John Cookson.
15. Finn skipper Colin Tomlinson.
16. Mike Young and crew Mike Butler.
17. Cecil Cookson, who recently bought the Enterprise Espoir.
18. Vernon Goss and crew Warwick Fletcher.

Photos: Bianca Lavies







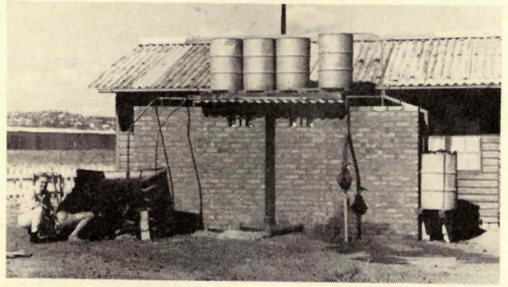


CLUB NOTES

(Continued from page 25)

back to Johannesburg.

The Royal Natal Yacht Club has a new commodore: Walter Marriott. Jack Simpson will be Vice-Commodore and Guy Reynolds will stay on as Rear-Commodore. New members to the committee are Jimmy Mullins and Dan Smillie.



THE ISLAND SAILING CLUB, which had to start from scratch after being forced to move to a new site, are now the proud owners of an ablution block with flush toilets and hot-and-cold showers, designed and built by the members themselves.

Here Emil Bodamer stokes the water heater, while Bob Lambert looks on. The water is pumped from a 15-ft. well.

Members laid bricks, mixed concrete and put roofs on, while Len Korving and Emile Bodamer took charge of the plumbing operations. Photo: Bianca Lavies

Henley-Midmar Success

THE annual meeting of Henley-Midmar Y.C. was held in Maritzburg in August and the retiring Commodore, Joe Duveen, reported a happy and successful year during which five regattas were held on Midmar Dam.

Experience had shown that it would be better to start the season in early October, scrap the Azalea regatta, and hold an event probably over the New Year long week-end. A bigger, better-equipped and well-manned rescue service was seen as essential and steps were being taken to do something about it. The Club was not happy with the idea of holding its main regatta for just one or two classes; all comers should be able to compete in their own classes.

Joe felt that the time had come for him to stand down and let someone else have the honour of being Commodore. Secretary Cliff Coldbeck and treasurer Charles Axelson also wished to retire from office.

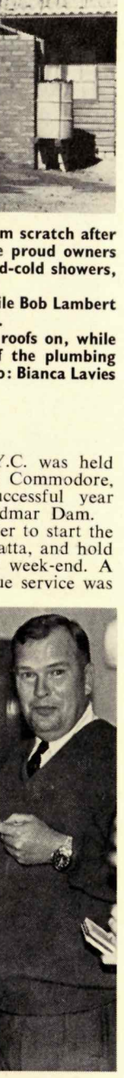
Many people have wondered why H.M.Y.C. has a menagerie on its burgee and the Commodore felt that the time had come to remove the Maritzburg elephant and Howick lion in favour of a motif of a circle of knotted rope implying unity, and made a proposition recommending such a change. The debate was long but in the end the elephant and lion remained. The club will, however, have a tie which will not look like a vertical circus.

That genial Sharpie stalwart, George Hawarden, was elected Commodore and the Wizard of Sprogs, Basil Hancock, Vice-Commodore. Errol Tatham is Secretary for the ensuing year, and Joe Duveen found himself Treasurer after assuring everyone what a simple job it was. So the meeting suggested that it was just the thing for a busy man like him! The Rear Commodore is Sid Cheshire.

The Natal Tempo Association has asked for a date in November for a Tempo regatta on Midmar.

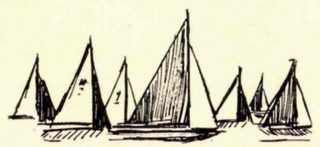
An enormous amount of work is being done to improve club facilities, and the general feeling was that H.M.Y.C. is lucky to sail one of the finest stretches of water in the country. Any class association that wants to use the venue for regattas is welcome, but it will help if they give two or three months' notice, and not the odd week as has happened in the past.

Midmariner.



No one loves a party more than Hamish Campbell, of Durban, who sails his "30 Square" Hjalmaren with equal gusto. Obviously the toothsome version in front of him is for eating and not sailing . . . Hope this is not a real farewell party, for we hear that he is thinking about selling his boat and leaving the class. Perhaps he will move on to a single-hander, after all his work for next year's STAR challenger. Photo: Liev Kennedy

SAILS ON THE HIGHVELD



BY PETER BROWN

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

THE Highveld sailing season started with an enthusiastic burst at the beginning of this month with two major regattas.

The Finns congregated at Aeolian's Club for three days of racing while the Flying Dutchmen met at Victoria Lake Club, Germiston, for the annual Highveld F.D. Championships.

Both these events were sailed last year in bitterly cold conditions and yachtsmen hoped that there would be stiff winds this year with none of the biting cold from the snow-covered Drakensberg.

The Finns are expecting an entry of at least 45 yachts. This will be the largest gathering of the class outside a national regatta. Bruce McCurrach, of Elvstrom Sails, will travel from Durban for the event and it is hoped he will sail his new Morrison Finn in the series.

Bryan Metcalfe, the former South African Springbok yachtsman, has returned from Durban and will be sailing at V.L.C. again this season. A sailor who has spent the past 12 years on Victoria Lake, he is more than likely to win the series with little opposition from other yachtsmen.

(A full report of both these events will appear in the next issue of *S.A. Yachting*—Ed.)

* * * *

The Sprog Association is expecting a record entry for the Third Glinane Week which will be held at Allemanskraal, O.F.S., from October 1 to 7. Chairman Paddy Pearce and his wife, Phyl, the association's secretary, are wistfully looking for the three-figure entry. Last year about 85 Sprogs arrived in Durban for the Glinane Week and because of the central nature of Allemanskraal, the record could be beaten easily.

At the time of writing (nearly two months before the event) more than 45 bungalows have been booked. Sprog owners in Durban, the Eastern and Western Cape and Rhodesia have indicated they will attend.

Among the visitors will be Steve Glinane who will present the trophy and pennants for the top scorers. It is hoped that the Administrator of the Orange Free State, Mr. "Sand" Du Plessis, will attend the regatta ball and prize-giving on October 7.

A tune-up race will be held on Sunday with one race on each of the successive days. One of the features of the regatta will be the first presentation of the new Dulux Trophy to the first boat with a woman skipper or crew. I am told the trophy is magnificent and will become one of the most sought-after in the Sprog Class.

Maitland Sheet Metal, the firm which pioneered the commercial production of Finns, is now first in the field with a glass-fibre Sprog. Mr. Acland Bertie, the managing director of MSM, has arranged for a glass Sprog to be on show at this month's Great Outdoors Exhibition. Mr. Paddy Pearce will then take the Sprog down to the Glinane week where he will sail it with his wife.

After the regatta, Paddy plans to take the Sprog on a "Cook's Tour" of every yacht club from Allemanskraal to Point Yacht Club, Durban.

* * * *

One of the newcomers to the constantly growing number of highly-qualified boat builders and repairers on the Reef is a firm in the northern suburbs, Kleyman and Chandler.

Both Dave Kleyman and Terry Chandler gained their experience in the United Kingdom. Terry was a boat builder for seven years at Greenwich, on the Thames, where he built almost any type of craft from an ocean liner to a canoe. Dave claims no professional training or experience—just a part-time builder who concentrated on pleasure craft.

They did not know each other in London and, after they immigrated to South Africa two years ago, they met in Johannesburg. They both longed to get back into boat building and first travelled to Durban where they planned to construct a large cruiser and sell it. However, they found the cost of materials and equipment far higher in the Republic than in the U.K. and were unable to continue with their plans.

They returned to Johannesburg and during March this year took premises in Blenheim Court, 212 Athol Street, Highlands North and painted their name "Kleyman and Chandler" on the windows.

Once in business they had to discontinue their plans for building large craft and they decided to construct the first South African double-bottomed Flying Dutchman. They bought an imported hull and, with the help of lines drawn by Bryan Metcalfe, they set to work.

However, with the approach of winter, the pair were soon snowed under with requests to recondition Flying Dutchman and carry out the necessary "off season" repairs. The work they turned out was first class.

Dave and Terry are thorough in anything they tackle and their products are up to the standard one expects from highly-qualified and able boat builders.

Now that the winter rush has died off, the pair are considering branching out and tackling other craft. They have their eyes on Enterprises, O.K. Dinghies and the host of smaller craft which populate the dams and vleis of the Highveld.

It is no easy job to build up any business, especially one which depends for its income on a hobby. Kleyman and Chandler have gone about promoting their enterprise in the right way—turning out quality products. If South Africans wish to promote local industry, they will have to gradually stop relying on overseas for the equipment and turn to the local firms like Kleyman and Chandler for their needs.

The next job Dave and Terry want to start is the construction of four wooden Flying Dutchman. They are

(Continued on page 52)

FIBREGLASS SPROG: Spiegel, the new F/G Sprog developed by Maitland Sheet Metal Works, was launched at Zeekoevlei recently and has since had four wins and four seconds in eight races, skippered by Gerhard Köper, Stan Midlane or Albert Bruyns. The second hull is out of the mould and is below minimum weight requirements. She will be seen soon at Allemanskraal, then Ladysmith and Midmar Dam.

Below left: Spiegel cuts along briskly, while on the right Paddy Pearce sizes her up with Gerhard Köper.

Middle: Acland Bertie of MSM celebrates with Mike Kearney and Judy Midlane after the launching.

Bottom: Reidar Hansen and Gerhard Köper run Spiegel into the vlei for her first maidenly dip. Photos: David Baker







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HOME-BUILDERS

(Continued from page 43)

for star. She will be Durban's second schooner. Chips and Dulcie hope to launch her in April next year and plan to take part in the next Lourenço Marques-Durban race.

"After we retire in seven years, she will be our permanent floating home," said Chips, "and that is why we are so carefully planning her interior. It seems long now, but it is not really. Time flies as we are always so busy."

Chips, an ex-Navy man, who descends from a line of seafarers, has been a surveyor with the Durban Corporation for the past 30 years. Dulcie is a nursery school teacher.

They have three teenage children, a daughter and two sons who show a great interest in sailing, too.

Steora has 9.2-ft. beam and carries a 10-h.p. petrol engine. Her design is after a Nova Scotia fisherman. Her hull is planked in teak. Most of her interior is teak as well.

She is Chips' second craft. In 1939, with his father, he built the 23-ft. yacht *Grey Gosling* which is still sailing on Durban Bay.

Hiscock inspired . . .

IN a garage of a Sarnia home, two men have been working for the past 2½ years on a 30-ft. yacht which they hope to launch next year.

Niles Lindstrom originally from Sweden, and Jianni Zago from Italy, are both ex-Kenyan farmers who came to this country five years ago.

Their yacht is a heavy-displacement sloop, Wanderer class designed by Laurent Giles. She has a 9.5-ft. beam, sleeps five and will carry a 15-h.p. diesel engine. Jianni is working on the craft full time.

What are they planning to do with her?

"First a trip to Salisbury Island," they laughed.

"We have not really planned anything and, at the moment, we just dream about all the places we could be sailing to if we wanted to. Wherever we are going, it has to be warm. We have lived in Africa too long!"

Highveld Sailing...

(Continued from page 27)

anxious for Transvaal sailors to visit their works and inspect their F.D.'s. A telephone call to 40-3074 will arrange an appointment.

The Transvaal Provincial Sailing Association has its hands full with arrangements for next month's Provincial Championships. The events, to be held at eight separate venues on October 21 and 22 and 28/29 presents many administrative problems for secretary Bud Olive.

One of the ways in which it has avoided a lot of confusion is to issue a standard set of sailing instructions which will be handed out at each venue. Each club will pin its own course card to the instruction. In this way, TPSA will attain a fair amount of uniformity. The entry fee has been raised to R4 and TPSA has undertaken to supply prizes to each club for the winners.

Delegates to the past annual meeting of TPSA were alarmed to hear talk of the disbanding of BOAT (Bridge Officer Association of the Transvaal). This was the first association of its type formed in South Africa and its major aim was to standardise bridge procedure throughout the province.

In recent months BOAT has had little success, with most of the work falling on the shoulders of a few keen officers like Henry Lindemann and others.

TPSA are against them doing this and have called a meeting of BOAT and the executive of the provincial governing body. The executive want to make it compulsory for every club to join BOAT and make its judge a member of the organization.

There is talk in yachting circles about the formation of a yacht club at Wemmer Pan.

So, the talk goes, yachtsmen have been asked by the Johannesburg City Council to form a club for smaller craft like Enterprises, O.K.'s and the like.

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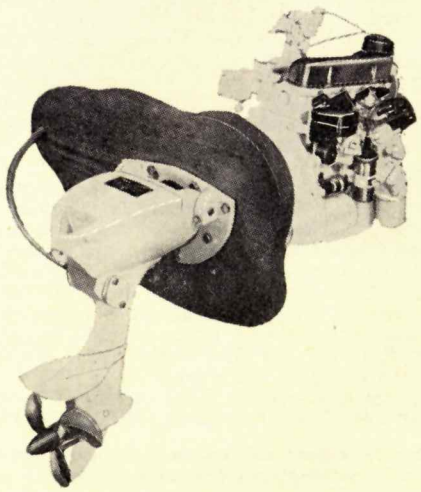

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