

505 WORLDS off Durban

SOUTH African yachting history has been made in Durban. The 24th Annual 505 World Championships were held there from May 1 to 8 by the Point Yacht Club and sponsored by Kronenbräu-Kepac.

This is the first time that a world championship has been held in this country, and is a milestone in the progress of South African sailing.

For the past 11 years there has been a South African team at the 505 Worlds wherever they have been. Two years ago, when the Worlds were at La Rochelle, France, it was proposed that South Africa be the next venue. SAYRA, however, considered that politically the time was not right.

Last year in Copenhagen, South Africa was again proposed, and this time accepted.

An overall plan of campaign, involving hundreds of people and thousands of man-hours of work was set in motion. The negotiations began between the 505 Association, SAYRA and the Point Yacht Club who were approached to be the hosts.

The driving force from SAYRA was George Duffin, the secretary. George was responsible for the establishment of the 505 Class in Africa. He built the first 505 on the African continent back in 1955 in Rhodesia.

Main go-between from the Point Yacht Club was the Rear-Commodore (Dinghies), Gavin Smith, and representing the 505 Association was the chairman, Eardley Wyatt of the Transvaal.

The entire organisation got into top gear at the beginning of this year.

The 505 Class, operating from the Transvaal, handled the sponsorship, SAYRA organised the public relations angle and the Point

Brian Downham and John Hawkins, of Loch Vaal, who put up the best South African effort, lead Gilbert Vinches and Patrick Connard of France in the pell-mell sailing which characterised the Kronenbräu 505 World Championships in the open sea off Durban. The rugged conditions were a convincing test of the participants' international calibre . . .

Yacht Club went into detailed organisation.

Hosting an event of this magnitude is no mean feat, and the PYC tackled it with great verve. The club embarked on a development programme for their beach site and R10 000 worth of improvements were to take shape.

There was total involvement from the club members, from the Commodore to the juniors. Everyone seemed to be fired with a single purpose — to make the regatta a huge success.

An example of this total involvement, which caused many a laugh on the beach, was when the Commodore, Jerry Bellengere, and the Vice-Commodore, Peter Collins, were seen to be filling and driving a two-ton truck loaded with refuse backwards and forwards to the local rubbish dump.

The movement of 190-plus yachts of all types from the beach site after the PYC Easter Regatta, was executed, to make way for the 505s which, by March, had begun to arrive in Durban by container vessels.

Club members led by Bob Fraser, who was later to be Race Officer for the Worlds, personally unpacked the yachts from the containers and transported them to PYC.

Meanwhile the catering, accommodation, social events, transport, interpreters and the thousand and one other things which go to make up a world championship began to take shape.

Among the many organisations which contributed were: the Police for their special security arrangements; the doctors and staff of Addington Hospital for their treatment of the several accident cases; the Durban Port Captain, Malcolm Rose, and his staff who ensured that the sailing area was clear of shipping; the Durban Ski Boat Club for providing space for the containers and additional rescue facilities; the Department of Posts and Telegraphs who installed additional telephones at short notice; the Durban Corporation who provided a grant-in-aid and extra facilities; and the Durban Undersea Club, who made available their clubhouse for measuring and protest meetings.

The financing of an event of this size and importance is immense and this is where the sponsors came in. The two major sponsors were Kronenbräu 1308 and Keepac, and other local and international companies such as: Zak, ABF Films, Avis, S-Plan, Autodeck,

French Bank, Nordika Soap, Bowring, Soncor Watches, Coppertone, Win Lighters, French Engineering, Video Rent, IGI, Tastic Rice, Hypermarket and Sandvik.

The thanks of all yachtsmen go to these sponsors, without whose support the regatta would have been impossible.

Finally, all the yachts had arrived and were ready at the beach site.

The job of measuring the fleet of 85 yachts went to Peter Collins and his team, using the Durban Underwater clubhouse next door. The floor of the clubhouse was marked out with sail tolerances to speed up the work.

A set of jigs and templates was sent out from England for this purpose. Well over 200 suits of sails were measured and checked, as each yacht had to submit three suits of sails and two suits of spars for measuring. Bare hull weights were also checked.

This mammoth task was achieved by Peter and his team in a single weekend.

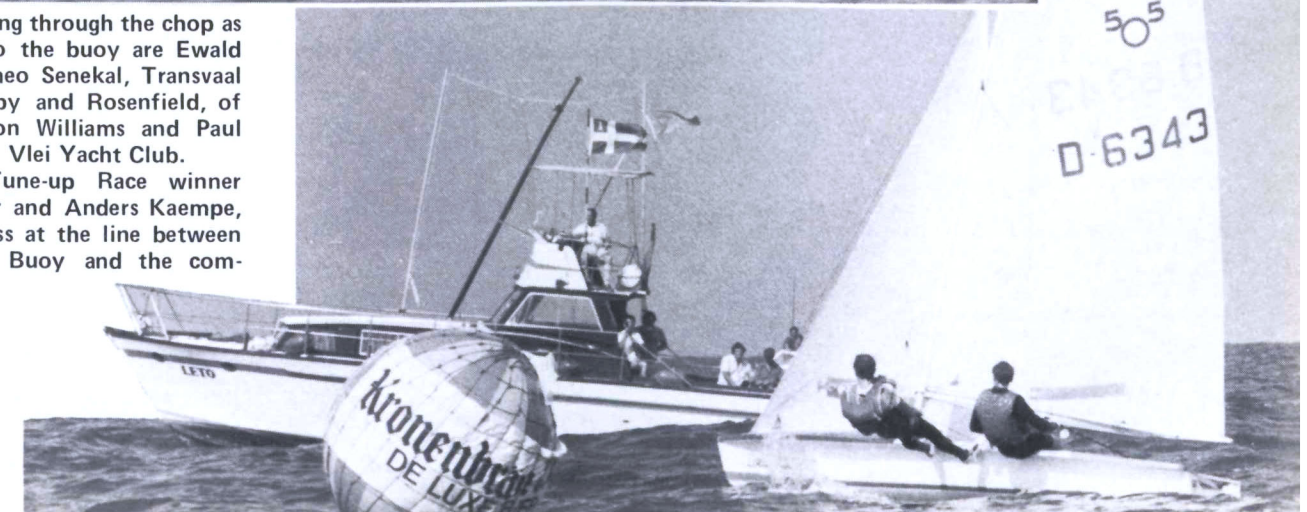
The beach site at Veitch's Pier began to resemble a small town. There was a Barclays Bank, a bar, a restaurant manned by volunteer PYC wives, an IBM computer caravan for the computerisation of results, a press and publi-

Report: Norman Sheriff ▶ 24



ABOVE: Bucketing through the chop as they come up to the buoy are Ewald Sternagel and Theo Senekal, Transvaal Yacht Club, Bixby and Rosenfield, of USA, and Gordon Williams and Paul Mandel of Zeekoe Vlei Yacht Club.

RIGHT: The Tune-up Race winner Jorgen Schonherr and Anders Kaempe, of Denmark, cross at the line between the Kronenbräu Buoy and the committee boat.





24 SA Yachting - July 1979



TOP LEFT: The Americans swept the board one, two, three in the tough offshore conditions at Durban for the Kronenbräu 505 World Championships. From the left, Dan Dunning and Dan Thompson (skipper) who filled the third slot. The world champions, Dave Penfield, crew, Mrs J.P. Bellengere, wife of the Point Yacht Club Commodore who presented the prizes, skipper Steve Taylor, Denis Surtees, skipper, and Paul Cayard, his crew, second. Denis is the 505 President MIDDLE LEFT: Maintaining boat speed in the sloshy going was the *sine qua non* and here are two South Africans, Robbie van Rooyen and R. Bush in *Super Tramp* and Harry Ellens and A. Ellens crewing *Fiva*, in contention with France's B. and D. Oudard in typical conditions.

Gré, Bernard Oudard, Marcel Buffet, Philippe Le Crit, Patrick Berthier, Guy de Restrepo, Gilbert Vinches, Jean Rimbart, Philippe Serane, crew of M. Buffet, Christian Lippi, French crew for British skipper Phil Gilanes, CREW KNEELING: Bernard Colinet, Denis Oudard, Robert Leboritch, Philippe Demesmay, Jean-Pierre de Beaumont, Patrick Connard, Michel Laugerotte, Pierre Fontaine, Yves Brezot.

ABOVE: With the flags of many nations fluttering, the husky Aussies get one of their racers down to the water's edge for launching. BELOW: These are the men who came from Britain to keep the Red Duster flying high

19 ◀

city caravan, a Wilbur Ellis shop and, of course, the now-famous Rothmans Caravan containing the communications centre.

The yachtsmen themselves had now started to arrive, mainly Americans and Australians.

The Pre-worlds Selection Regatta saw 56 yachts take to the water, 31 of them from overseas. It was apparent that the visitors were, at first, a little non-plussed at the size of the surf in Durban, but by the end of the regatta all competitors had learnt to handle this angle.

Four races were held in generally good conditions, and overall results were: 1, Ethan Bixby (USA); 2, Jon Andron (USA); 3, Roger Down (Australia); 4, Serge Guillaume (France); 5, John Guilder (Australia); 6, Jim Wondolleck (USA).

The first South African boat was sailed by Rob Wilcox and was placed seventh.



▶ 30

25 SA Yachting - July 1979

During the final weekend before the start of the Worlds, all the competitors arrived in Durban. Many of them were accommodated by PYC members in their houses.

Altogether there were to be 85 yachts competing from 12 countries. The number of nations competing was to have been more, but politics raised its ugly head again and several countries withdrew.

Of the yachtsmen arriving in Durban, most were reticent about talking about the pressures which had been put on them about competing here. They did not wish to be named, but spoke of the refusal of certain governments to give grants for travelling and other customary help, and of efforts to dissuade them from coming here.

However, they were emphatic that they were here because they wanted to be. They were here as sportsmen and not politicians, and they were here as individuals and not national teams.

Many of the yachtsmen were old friends, having competed against each other several times at venues around the world.

There was much speculation as to who the



ABOVE: The pair of world champions from the United States, Taylor and Penfield, calm and collected, have everything drawing beautifully.

LEFT: Second in the world, Surtees and Cayard, power along with a mainsail pulling like a draught-horse . . .

new world champion would be, as the reigning champion Peter Colclough of England was unable to compete because of a leg injury sustained in a car accident.

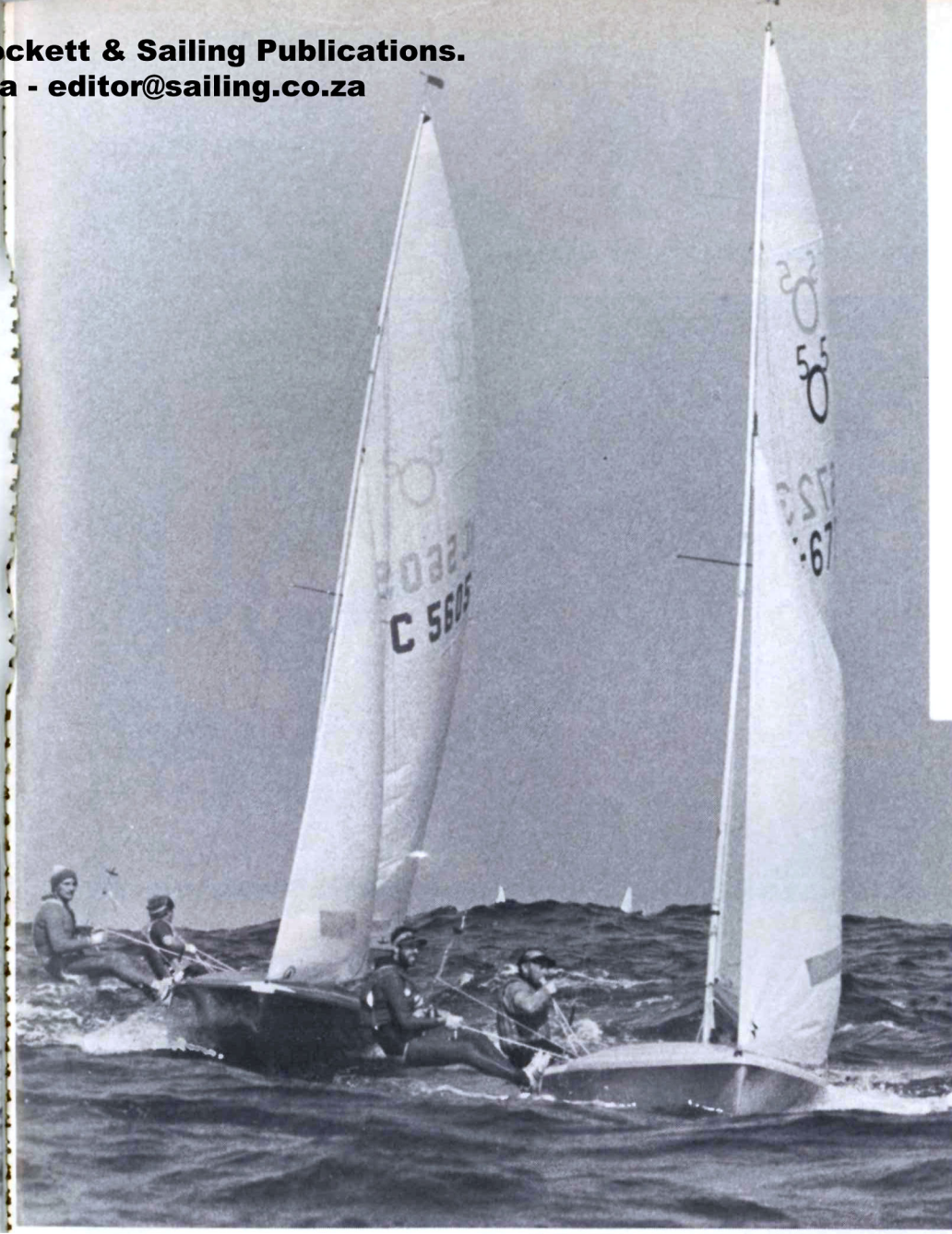
As the visitors settled in and tried to acclimatise themselves, the months of hard work by hundreds of people all over the world came to a climax with the realisation that at last the preparation was over and the Worlds was ready to start.

DAY 1 - Tuesday

As the dawn came bright and clear on the first day, the flags of all competing nations were hoisted at the beach site. The regatta was officially opened by the Mayor, Councillor Haydn Bradfield, who said that Durban was proud to host such an event and thanked the yachtsmen for coming here in the true spirit of sportsmanship. He wished the competitors good weather and good sailing.

At last, the entire fleet took to the water together. The 85 yachts made a magnificent sight in the bright morning sunlight.

The fleet was representing 12 countries, Australia (five yachts), Sweden (two yachts), France (ten yachts), Canada (five yachts), Germany (five yachts), USA (fifteen yachts), Hong Kong (two yachts), United Kingdom



ABOVE: Irene Gesing of Canada chases after Britain's Mike Lingwood with just the tips of two sails showing above the big swell's crest. BELOW: Lanham-Love and Gold beat the drum as they fight it out with the USA's Bixby and Rosenfield - and an unidentified boat in the foreground.

(fifteen yachts), Denmark (three yachts), Singapore (one yacht), Rhodesia (one yacht), and South Africa (twenty-one yachts).

The skippers and crews included some of the cream of world yachting. Derek Farrant was there, from the UK, twice world champion and five times British national champion.

Another top contender was Denis Surtees from the USA. Dennis is five times north American champion and has come second in the Worlds twice.

From the South African side the boats to watch were those of Robbie van Rooyen, who has competed in three world championships and two junior world championships and was voted yachtsman of the year in 1976, and that of Brian Downham the current national champion.

There were two women competing in the Worlds. Irene Gesing from Canada was sailing with her husband Adam as her crew. Ruth Tara from the USA was crewing with her husband Paul at the helm.

Wind conditions on the first day were excellent with a 10-15 knot northeaster blowing, but there was a heavy swell on the sea.

Planned for this first day was the tune-up race. The OOD, Bob Fraser, set an excellent

Olympic course with a gate start.

Once under way, it was evident that the starboard side of the first beat was more advantageous.

Roger Down of Australia took this side and was leading at the first mark. He was closely followed by Jorgen Schonherr of Denmark.

Approaching the leeward mark for the first time, the wind eased suddenly and the Australian dropped his spinnaker too early and got stuck in a lull.

Schonherr kept his spinnaker flying, and went to leeward of Down as he followed him round. The Dane kept his sails fuller and took the lead.

Schonherr kept in front for the rest of the race, although he was under pressure for most of the time by Roger Down who moved up considerably during the last beat.

Down himself was under pressure later in the race when Englishman Mike Platts came within striking distance.

Results for the tune-up race were: 1, Jorgen Schonherr (Denmark); 2, Roger Down (Australia); 3, Mike Platts (UK); 4, Karl Nilsson (Sweden); 5, Phil Milanec (UK); 6, Steve Taylor (USA); 7, Peter White (UK); 8, Rob Napier (UK); 9, Verdun Hiles (Australia); 10, Steve Benjamin (USA).

The first South African home was Richard 33



505s

LEFT: Brian Gold and Alec Lanham-Love.

RIGHT: Oldest man in the race was Bob Kyrwood, 64, Australia, who helped his son Geoff to a fine fifth place.

BELOW: Irene Gesing who skippered for Canada, crewed by husband Adam, with Ruth Tara, USA, who crewed for her husband Paul.



BELOW: Geoff Meek and Greg Davis of ZVYC failed, for once, to get to terms with the 505s.

BOTTOM: World champions Dave Penfield and Steve Taylor collect some of their silverware from Mrs Bellen-gere.

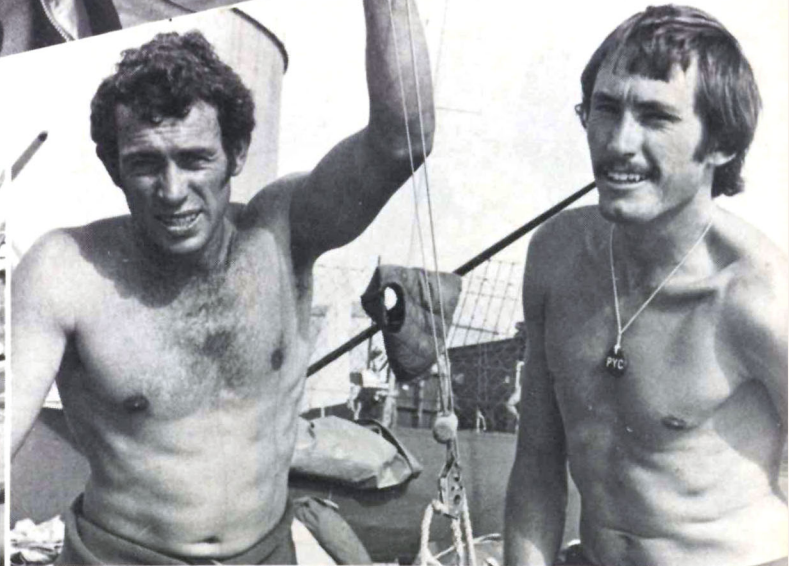


BELOW: John Hawkins and Brian Downham who did best for SA – a 16th.

BOTTOM: Rob Willcox and Ditmar Herrmann of VLC managed to stay in the top half of the fleet. . . .

34

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pionship status and further, no recognition of any sort was given to the winners of the Tempo Class. This omission is a most unreasonable action on the part of WPSA. It is also a great pity that, with the number of Tempos at Hermanus Yacht Club, a few more did not come to Saldanha.

Thanks to Brian Reed on sending news from the Cape. I must on behalf of WPSA add that the minimum number of boats for a regatta to be recognised as a Provincial Championship is 10 boats and 20 the minimum number for Provincial colours to be awarded. We hope that Brian and his friends can encourage their fellow Tempoites to sail in regattas and thereby enjoy the renewed enthusiasm, interest and keen competition which is being experienced in the Transvaal.

The Tempo Seow, designed by Jack Köper of Cape Town in 1963, is sailed actively in South Africa, Rhodesia, Holland, Germany, England, Australia, New Zealand, U.S.A. and Canada. Dr. Frans Gerke of Pretoria reports overseas news as follows: The European regatta programme for 1979 consists of fifteen regattas, eight of them in Holland and seven in Germany. Both organisations have a competition ladder for the Tempo class.

The two countries have now started the ball rolling to have the Tempo class recognised as an international class and for that purpose a committee has been formed. On their request I sent them our class rules and measurements. I received from them the same and I found that their measurement requirements differ from ours in quite a number of respects. The plan is to pool the data from the three countries and arrive at a standard measuring list. This is essential in order to obtain international status.

Personal contact is important and John Pettipher from PSC who is leaving for Europe on 3 July will try and call on the two organisations. I hope to go to Europe during April and May next year and I shall certainly do the same.

SATSCO is very pleased to announce that Heintz Horstbrink, very successful S.A. builder of the fireball, is building Tempo's to order. I am sure this is very welcome news to many skippers who know the quality of a boat built by Heintz.

DABCHICK ASSOCIATION - Hon. Secretary E.A. Burner, P.O. Box 25, Plumstead, 7800. Tel. (021) 74 2745.

THE ASSOCIATION has been impressed and most grateful for the interest shown in juniors and Dabchicks by the Royal Natal Yacht Club in Durban. They have purchased two fibre-glass Dabchicks and hold regular training classes. Your association has decided to present them with a third Dabchick.

There have been several good competitive Dabchick regattas recently, reports Gordon Lanham Love from the Transvaal.

The Downham inter club regatta held at Benoni Sailing Club this year, which incidentally is a most excellent venue for Dabchick regattas, was won again by the Pretoria team

of Nicholas and Michael Matter and Karl Lamprecht. In second place was the Benoni Sailing Club's team of Gary Seath, Linda Gibbons and Richard Poole, whilst in this place was Lochvaal Club, whose sailors were Craig and Bobby Lanham Love and Brent Benjamin. This was a very well attended and closely contested regatta.

At Victoria Lake Club's Mini Regatta held at Germiston Lake on 31 March and 1 April, another class had occasion to protest the Bridge on a matter concerning shortening course procedure of the last race and this protest was upheld. This was quite something as the efficiency of the Victoria Lake Club's Bridge has been an example to all clubs throughout the country and they have never lost a protest in 14 or 15 years. This protest, however, had quite an effect on the Dabchick results as until the start of the last race Craig Lanham Love, having had two wins and a couple of good places was the current leader very closely followed by Gary Seath and Gary had to beat Craig in the last race by a specific number of places in order to win the regatta. This he in fact did do. However, through no fault of his own and due to the protest just mentioned the last race was washed out and Craig held onto his lead by the skin of his teeth. But it is a lesson to us all to realise that we must see to it that we have a responsibility to follow the rules of sailing fully as by omitting to protest the violation either between ourselves and another competitor or by allowing an infringement between two other competitors to go unchallenged can effect the ultimate positions in that race and create a situation such as occurred above. Thus the final positions in this race then were first Craig Lanham Love, second Gary Seath and third Lynette Gibbons.

We are most grateful to Gordon, how about some news from the other centres.

FLYING DUTCHMAN CLASS - President: Keith Davidge Pitts; 6 Eridge Rd., Forest Town, Johannesburg 2001. Telephone: (011) 41 3021.



THE VLC Frost Bite series has just ended with Anthony and Paul Tomlinson winning. This was a local regatta with about nine entries. Most other classes had about the same number of entries.

It seems from the many phone calls that I have been receiving that the Flying Dutchman Class is rapidly enlarging in Natal and the Western Cape. Please let me have more information about your sailing programmes.

Flying Dutchman hulls and accessories are urgently needed and I would like you to contact me if you have anything available.

A full information brochure on all aspects of F.D. sailing is now available from the Association.

The final regatta programme for the Transvaal is as follows:
1. Transvaal Championships at Aeolians: 1-3

of the cheapness of living in Durban. "Last year in Copenhagen a beer was costing R1,20. Here it's 45 cents. A meal out there costs about R20, but here it costs about R5. We've really enjoyed being here".

Good fare was also mentioned by Marcel Buffet of France, who described South African food and wine as "first class". Praise indeed from a Parisian who is used to the best in French wines and cooking.

Why didn't South African crews do better?

Brian Downham comments: "As 90 per cent of the South African 505 fleet normally sail in the Transvaal on dams and lakes, the water conditions had a lot to do with it. The guys just aren't used to these big swells."

From this regatta, Durban has emerged as a perfect venue for future world championships.

The Point Yacht Club with its highly professional organisation, both on and off the water, has established itself world-wide as perfect hosts.

All competitors, many of whom were on their first visit to these shores, are leaving with favourable impressions of South Africa. A few are even planning to return here later for a holiday.

This regatta has done an immense amount for South Africa in general and sport in particular. It has been a triumph of sport over politics.

South African yachting now can only go on from strength to strength.

- September, 1979.
- 2. Van Niemewegen Regatta at Aeolians: 15/16 September, 1979.
- 3. Highveld Championships at Boskop: 3/4 November, 1979.
- 4. National Class Championships at Aeolians: 16-19 November, 1979.
- 5. VLC Cup at Victoria Lake Club: 12/13 January, 1980.
- 6. Fox Box Regatta at Klerksdorp YC: 9/10 February, 1980.
- 7. Easter Bowl Regatta at Aeolians: 15/16 March, 1980.

Regatta Notices will be sent out well in advance of each Regatta but please use the final programme to plan your sailing well in advance.

Keeping the cost of travelling in mind the Committee decided to have the Nationals in the Transvaal where 90% of the active fleet are sailing.

We are hoping to fit a Regatta in at Midmar Dam before the end of the year. It will be more of a visit than an Official regatta.

After the Olympic Games next year our Class will be back in International Sailing - so start preparing for selection now.

Flying Dutchman Ties are available at R2,50 from SAYRA.

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