

P O Box 878  
STANFORD

Dear ZVYC Commodore

**LEGENDS**

I put this together to show how important History is to a Club in the hope that it could stimulate Club Historians.

It gives an outline of one way to write a History, and gives criteria for doing so.

Club Archives in RSA are a mess, and we owe it to our predecessors to link their achievements to a book.

Yours in sailing

Terry Gilman  
(Yachting Historian)

## LEGENDS OF ZEEKOE VLEI YACHT CLUB

Having spent eight years researching Zeekoe Vlei's history, I feel able to describe its legends, who are also RSA legends.

I must say that we Safricans never fully acknowledge our own. There is the idea that we can never achieve anything locally, the tall poppy syndrome. Fashions come and go, but these Vlei sailors are legends.

However, many Vlyties were denied their chance to shine due to the government's policies, so none of them won an Olympic medal, although they could have. To their eternal credit, they never say, "if only I had...".

Geoff Meek won a Quarter Ton World Championships, but was sailing at Royal Cape Y.C. Mick Whitehead (FHBSC) a Hobie World's and Cameron Bruce (Z.V.Y.C.) a Junior World's.

It is amazing that a Z.V. sailor has never won a dinghy Open World's.

Ranking sailors needs criteria, so I will provide mine for a dinghy Club:

- Skill
- Competitiveness
- Determination
- Longevity
- Personality
- Designer
- Boatbuilder
- Sailmaker
- Author
- Temperament
- Humility
- Enterprise

- Sportsmanship
- Mentor
- Perfectionist

1. “Skipper” le Sueur. Skipper left Sea Point for the wilds of the Cape Flats, where once lions and hippo’s roamed. He lived in a bungalow before Z.V. was founded in 1932. Sanitation was extremely primitive. A gutter was used for urination into a drain, so it took a lover of nature and a great sailor to live there. He sold tea and scones to horse-riders at the “Pollyanna Tea Room”. Riding and hunting were the main sports on the flats. It was on his stoep that the Club was founded. His death certificate is in the Club’s archives. He was 67.
2. W.A. Clark. There were two types of 20 ft Sharpies based on the German 12m<sup>2</sup> one – the McWilliams shape and the Z.V. shape, and there was huge antagonism as to which should be used for the elite Inter-club Regattas.

In the peaceful summer of 1938, there were Trials. W.A. Clark of Z.V. brought a Vlei Sharpie up, an American design, to defend the Club’s honour against the P.E. one, but lost, hence all Inter-club Sharpies had a ‘C’ on the sail. Z.V. to spite, sailed the Vlei Sharpie for many years. *Hiawatha* was famous.

Clark started races with a shotgun for many years, and the smoking cartridges, reeking of cordite, rolled down the thatched roof without incident. The Club burned down in 1983 due to a lightning strike, and architect and Olympian Gerhard Köper designed the third and present one, gratis.

3. Frank Spears. He was a Renaissance man, friend of Cape Town’s intelligentsia, designer of the Spearhead and Andy, singer, voice actor on radio and artist, becoming President of the S.A. Association of Artists. His work has achieved ‘Old Masters’ status. A book on his Art has recently been published by his son John. His other son Hilary, a legendary Commodore of U.C.T.Y.C., was a long-time Headmaster in Bloemfontein, hence he is unknown in the Cape. His bitter rival, John Hunter, won the elite Goodricke National in 1956 as a 16-year old Bishops schoolboy. The Spears family came back with the unbeatable 16-foot Spearhead *Vivace* which became a popular Class.

Frank had a white beard, and when asked if he was Jesus Christ, he replied, “no I am God”.

4. Molly Warr. Together with Ken, Cheryl and Dougie, they were a Vlei dynasty like the Meeks, Bongers, Beele’s and Bertie’s. In *Tootle-doo*, Molly won the Tempo Nationals often with Tobie Beele as crew and came second in the Sprog Nationals in *Skirts ’o*. She went on to R.C.Y.C., sailing *Schatzi*, *Shesha* and *Warrfair*, as she and Ken always argued. *Warrfair* is now Al.

I invited her to the 75<sup>th</sup> Reunion of the Club, and when I introduced her to a member, the latter said, “but you are a legend!”. She was loved by everyone there.

5. Alan Keen. Alan is a world-class Laser Master sailor, unbeatable in RSA. Locally, he won 9 Apprentice Masters, 8 Masters and the Grand Masters 6 times.

In the World’s he got:

He was a dedicated Administrator, becoming Commodore and President of Z.V. and S.A.S. Put all the Keen’s together and you have a Laser Regatta with a top Bridge, and winners at Ladies, Open and Masters level. In his quiet way, Alan made the Club part of his life, and received the van Hoogstraten Trophy for “Outstanding Service”.

6. Elkan Green was a Founder Member and wrote the Constitution aged twenty. He designed the successful canvas Superspedie for Juniors in 1932, sponsored by Vacuum Oil and the Miggie for Juniors too, which was overcome by the Dabchick.

He was selected for the 1948 London Olympics, but his job took precedence. He helped start S.A.Y.R.A. and W.P.S.A., and was a force behind the *Voortrekker* Campaign, using his extensive public relations expertise to promote and finance the yacht.

Without a group of senior Vlei members, in particular Brian Lello, *Voortrekker* would never have taken off.

He got R.S.A. sailing into the limelight and this led to the first Rio Race in 1971, and the Admiral's Cup campaigns, which leveraged a group of Z.V. sailors into the professional era. The results were excellent.

7. Geoff Meek is quiet now, but sailed so hard that even losing by an inch was unacceptable. This is perfectionism linked to skill and a burning desire to win. He was truly one of the World's best sailors.

In the 1975 World Fireball Championships, he startled everyone by leading one race by a leg. Charles Bongers was his outstanding crew, a fine skipper in his own right, and part of the Bongers dynasty.

- Youth World's (2<sup>nd</sup>) with Felix Unite
- 5<sup>th</sup> in the 1975 Fireball Worlds in light weather
- World ¼ Ton winner
- Table Bay Week, first called Rothman's Week, 19 x winner
- Hobie Champion
- Admiral's Cup
- Maxi Championships
- Sydney-Hobart
- Antigua Week
- Fastnet skipper and tactician
- Sailmaker
- Still sails at the highest level
- His brother, Rob, is also a legend.

I have a photo of him and Charles Bongers sailing a Fireball, close-hauled in 10 knots. He has powered up, cracked off, keeps Charles fully out on the wire, and goes like a train. This is sailing perfection.

Geoff was the world's finest sailor of his time along with Rodney Pattison, Gerhard Köper, Lawrie Smith and Dennis Conner, but was stymied by politics.

8. “Pop” Bongers designed and built the 16-foot strip-planked Scratch, and the Drommedaris, a one-third scale sailing model for the 1952 van Riebeeck Festival. She then sailed round Cape Point and was laid up at the General Botha at Gordon’s Bay, until claimed by dry rot and neglect.

In that 1952 Table Bay National, the first real one since the War, when pre-war adversaries could face one another again, having dreamed of the day, Basil Joyce won the Sharpies, Gordon Graham the Goodricke’s and McL Thomas and Gary Oliver the Sprogs.

Keelboat sailors did not like dinghy sailors at their Club.

9. Eric Bongers was a tiny tot when ‘Pop’ built his children a stable little trimaran. He was selected for the 1956 Olympics at Melbourne, coming sixth in Finns, and winning a race against the great Dane Paul Elvström. Only Gareth Blanckenberg has done this. Sully of Durban did better, coming fifth in a strange German 12m<sup>2</sup> Sharpie.
10. Gordon Burn Wood, Olympic Manager in 1956, was selected for the 1960 Olympics in Italy, and came third last in Finns, nobody knows why. The selectors should have chosen Bruce McCurrach of Durban, who entered Royal Kiel Week the following year, and won in rugby jerseys and shorts. Vlyties could never beat Bruce in Finns, despite having five Olympians in their fleet.
11. Bobby Bongers went to Trade School – didn’t like concrete and became a boat builder, building F.D.’s, Andy’s, Sharpies, Scratches, Finns, Dabchicks and Sprogs, such was the demand in the Sixties. He always had work lined up. He won the F.D. Nationals in 1959 and was an Admiral’s Cup and Rio sailor. He emigrated to the U.K. and had two wooden dayboats kept to the Bongers standard of perfection. He presented the Bongers Cup for them. A Bongers Finn was donated to the Cape Town Maritime Museum by Neil Rusch.
12. Acland Bertie of M.S.M., built a wide range of G.R.P. dinghies by vacuum-bagging and experimenting with cores like John Whitmore did with prototype surfboards, such was the

popularity of the Sport in the Sixties. Richard spent many years on the Circuit, and became a boatbuilder, like his father.

13. Eric Budd, son of an Irishman Dr Budd was a great sailor, twice winning the Goodricke Nationals for Z.V., but became eccentric.

He was a wartime pilot in Coastal Command, and once, flying to the limits of his fuel, saved lives from a torpedoed Merchant ship off Namibia. He enjoyed looping the loop, terrifying his passengers. A few years after the War, which had destroyed the sailing careers of many R.S.A. sailors in their prime, like Graham Ross, he sailed F.D's, Finns and Sprogs.

He was absolutely fearless, and Graham Snowball tells the story of his climbing the Redhouse Y.C. flagpole and putting a pottie on it – a landmark – no-one was brave enough to take it down.

On site in a water pipe project, he parked his rowing shell under a pile of rocks, until they rolled over it. He then retired to a pipe and lived in it.

His clinker Goodricke had no self-bailer, so he drilled a hole in the bottom, and put a home-made fitting in. Since nobody would crew for him, he went forward to raise the spinnaker. In doing so, he dislodged the bailer and nearly sank.

He was loaned *Aeolus*, a 25-foot R.C.Y.C. One-design and went aground on the rocks near Hout Bay. He slogged over the mountain to find help in the form of a local fisherman Albert Silver and ND Ross.

His BSA Motorbike had a diamond-patterned chair as the windscreen. Mike Vulliamy says Eric, late again, once planed at top speed out of Hermanus YC harbour, whose jetty was 2" under water. He went over it, and lost the whole rig.

He was seen standing on a table in pyjamas, while his dear wife Molly painted his clothes in white acrylic to water-proof them.

I will say that Captain Eric Budd is a legend.

14. J.J. Provoyeur. In the 1968 Cape Interschools' Dabchick race, which Rob Meek won from Geoff, the Worcester 'B' Team had a certain J.J. Provoyeur in it. He has come on since. It is surprising to me that Worcester had a team at all. J.J. was a boat-builder of note in the Bongers' shed at the Vlei, turning out one Sonnet a week. He was a perfectionist and often shouted at his workers.

Z.V. had a wonderful squad of Fireball sailors, who after extensive, country-wide Trials, went overseas despite the Sports Boycott, and always impressed. At last their time came when the Worlds was held at Durban in 1980. There was a Sports Boycott, but luckily the Fireball Measurer arrived to give the event legitimacy.

Dave Hudson, J.J. and Rick Nankin were favourites. Dave lifted his bow over the stern of a U.K. boat, brushing it and retired. Rick Nankin won the Week, but came sixth in the World's. J.J. sailed carefully, keeping his temper in check, although his crew, Terry Twentyman-Jones, told me J.J. was never abusive, until they once capsized at Rietvlei and J.J. swore at him in French.

In the sixth race, he was coming near last, until he released the tiger in himself and passed boat after boat until nearly leading. This was the finest dinghy race ever sailed by any South African.

He came second overall. Dave Hudson came third. This is a sore point. He wrote to me that he feels the loss to this day. Zeekoe Vlei still does not have an Open (Not Masters) World Champion, which is amazing as Z.V. is where Capetonians sail, and they do not like losing. Both Geoff Myburgh and Peter Wilson have won Laser Masters World's.

He built and sailed *Grinaker* single-handed round the world, in a fully seamanlike fashion. This was a world-class effort. Incredibly, he is building a big catamaran, whose designer, Dudley Dix, grew up at the Vlei.

I give J-J. full marks for longevity. He also wrote and published his autobiography. To me, as a writer, and with so few books on R.S.A. Sailing, this is valuable.

15. Gary Oliver spent his life at the Vlei, but never raced, except as crew. He just did not like competing and only wanted a good woman.

His first boat was a nondescript canvas canoe, with leeboards and flour bag sail. Steering was by paddle. He had a discarded Finn, and a Lucky Bean double-ender. Now he keeps his historic Goodricke *Zara* upside down on the lawn.

He helps tremendously with Bridge and Rescue and knows how to start the one-cylinder Bridge Boat *Benguela* by unsticking the piston with a screwdriver. Bobby Bongers once pissed in it. He helped me with curiosities to write my books.

16. Jack Köper fits most criteria as a designer, sailmaker and sailor (Winner of the Sprog National 1950). He designed the Dabchick in 1956. By 1957 seven were sailing at the Vlei, and Senior members promoted them round the country, and the world. This fast Scow will never be beaten as regards design, as it is unsinkable. Gerhard and Chris Köper helped, and sold budgies to finance the prototype build. The popular Sonnet and Tempo Scow are Jack's designs. Stephen du Toit still builds excellent glass Sonnets.

He became a sailmaker late in life and his 'K' logo adorned many R.S.A. yachts, including *Voortrekker* and *Albatross II* and he did this in spite of competition from overseas sailmakers.

17. Gerhard Köper won six Nationals on the trot, and in 1968 was selected, with Barry Barbour, for the Olympics in *Concorde*. Joy turned to despair as R.S.A. was again banned.

Instead of going into keelboats, like Ken and Molly Warr, he chose Hobies, and sailed in exotic Regattas all over the world. He never won, but was always in the top ten.

When I see Gerhard standing quietly at prize-givings, he puts me in mind of his father Jack, who was a wise philosopher of sailing.

I also wonder whether the young stars will ever achieve Gerhard's all-round successes. He took part in three F.D. World's, using his own sails, perhaps unwisely. He is incredibly humble, as are all my top sailors. It is left to a historian to illuminate their achievements. He is Zeekoe Vlei's best sailor by my criteria.

18. Geoff Myburgh was a top crew for twenty years, for Gordon Burn Wood, Bobby Bongers and Basil Joyce. He went into Finns, sailing the first M.S.M. one.

He became a Rules expert, was President of S.A.Y.R.A, on the I.Y.R.U. Youth Committee, writing its Constitution and was Chairman of all the Jury's at Cowes Week for many years. He coached many Junior Teams overseas, including Geoff Meek and Felix Unite, who came second in the Youth World's in Switzerland in a (then) strange 420.

He was a S.A.Y.R.A. Measurer, and members brought their boats to Morris Road, Claremont to be measured. The F.D. hull and sails had fifty measurement stations. This shows his commitment to assisting behind the scenes.

He imported the first Laser in 1973, then brought in a container decimating the crewed fleets. He was sailing a Laser in his 80's. As an all-rounder, he bears comparison with anyone in the world. He was always supported by his wife Helen, who wrote weekly reports on the Club, His daughter Felicity, was a Windsurfer World's medallist.

19. Cameron Bruce and his schoolboy friend's hurled their sailboards round in gale-force Cape South-easters, while spectators watched from U.C.T.Y.C. That carving gybe, pushing the sail flat to windward while turning at top speed, is unforgettable. Harold van Hoogstraten imported the first sailboard in 1973 and Mick Whitehead was the first R.S.A. sailor to try one.

Cameron became Junior World Champion, and went on the Professional circuit, taking many high placings. Peter Slate never came back from Hawaii and tests sails in high waves.

20. Rick Nankin: Rick has a quality sailing record, achieved in spite of sanctions. His son Charles is the professional skipper of *Tokoloshe* in the Solent.

1976: Zubenelgenubi 2. 1<sup>st</sup> Nationals, 7<sup>th</sup> World's, crew Mick Westmoreland.

1977: Zubenelgenubi 2. 4<sup>th</sup> World's, crew Charles Bongers

1980: Juicy Lucy. 1<sup>st</sup> Nationals, crew Charles Bongers, 6<sup>th</sup> World's

1982: 1<sup>st</sup> Nationals, crew Terry Reynolds

Blacklisted and banned from World's in Australia. 4<sup>th</sup> Europeans, 6<sup>th</sup> UK Nationals, crew Alec Stone

1984: The Butler. 11<sup>th</sup> World's, crew Graham Haygarth

1994: Pienkie. 1<sup>st</sup> Nationals, crew Alex Runciman

2011: Pienkie. 1<sup>st</sup> Nationals, Crew Warren Schmeltzer

This is called Longevity!

21. Greg Joyce: First Commodore of Z.V. His "Cape and Transvaal Land and Finance Company" owned most of the land round the Vlei, including the Club plot. Z.V. leased it to build the first Clubhouse. It was just a wooden shack. He was a major spokesman at the founding of S.A.Y.R.A. after the War in 1947.

He proposed to S.A.Y.R.A. the concept of an unrestricted All-Class National Regatta, in place of the Inter-club Regatta. This led to the three great Regattas at Saldanha in the Sixties, but by 1968 there were too many entries, and the logistics were a nightmare, so the Single-class Regattas took over, which were boring by comparison.

22. Len Davies: Len gave 32 years to R.S.A. Sailing Administration. He sat on S.A.S. (W.C.) for 22 years and was its Chairperson.

He was Chairman or member of: The W.C. Race Officers' Association; S.A.S. National Events Management Committee; S.A.S. Sanctioned Events Committee; S.A.S. Sailing Management Standing Committee; S.A.S. Accreditation Committee; S.A.S. (W.C.) Equipment Officer; S.A.S. Safety Officer; S.A.S. Race Officer (96%) for events like the Whitbread and Volvo.

What a contribution to R.S.A. yachting!

23. Roger Bartholomew

- PRO
- Laser
  - Sonnet
  - Fireball
  - Sprog
  - Extra
  - Mosquito
  - Youth
- INTERNATIONAL
- Hobie 14
  - Hobie 16
  - Laser
  - Youth Worlds
  - Dart
- ADMINISTRATION
- Chairman W.P.S.A.
  - Commodore H.Y.C.
  - Chairman S.A.S. (W.C.)
  - Chairman S.A.S. Marketing
  - Councillor S.A.S.
- INTERNATIONAL
- Chairman Hobie Class
  - I.S.A.F. Race Officer
  - Youth World's
- COLOURS
- S.A.S. (W.C.)
  - National Colours (honoris causa) S.A.S.
- OTHER
- Charlie Mouat Trophy S.A.S. (W.C.)
  - Stan Jeffrey Trophy S.A.S.
  - Lifetime achievement award by Dept of Sport and Culture (W.C.)

- Sporting Legend by the R.S.A. Dept of Sport

A true legend of R.S.A. Sailing, matching the world's best Administrators.

24. Ron Keytel: Ron devoted a lifetime to running the Sport as well as sailing at the highest level. Ron was on W.P.S.A. for 30 years, working on the Colours system and trying to make Regattas more affordable. At R.C.Y.C. he started as a cabin boy on *Parergon III*, and sailed a dinghy called *Pee Wee*.

He won W.P.S.A. on his Dabchick *Rikie* in 1958, and won the fierce Extra Class in *Excalibur* in the superb 1968 National. He sailed Lasers to Great Grand Master level, and has a Carioca keelboat at H.Y.C.

He was Secretary of the Extra Class for many years. He spent five years overseas with Sailcoach, as Shore Manager to a Squad which included Gareth Blanckenberg, who won a race at the Sydney Olympics in 2000. He was Sailing Manager at R.C.Y.C. and Z.V.

His whole family became usefully involved at Z.V. and Alastair is a top Laser sailor.

Ron has made an all-round contribution matched by very few.

25. Greg Davis: He is a 9 x Finn National Champion, won the Extra Nationals four times and the Lipton fourteen times. The Sports Boycott killed his International career, but in the Finn Masters he came 2<sup>nd</sup> in France, 6<sup>th</sup> in Italy and 10<sup>th</sup> in Spain in a fleet of 200 yachts, one of the World's best Finn sailors.

I have no doubt he would have become an Olympian, but did he have the killer instinct, the vicious streak, the competitive flame to win a medal? Now he will never know, and that goes for all our sportsmen and women in the lost generation.

He has become a respected elder of Z.V. and coached Ian Ainslie. He has longevity and enterprise, as he initiated the P.A.T.A. Finn project. The sailing Gods smiled on Z.V. when they gave Greg to the Club.

26. Dave Hudson: Dave remained a top International sailor. He was between 62 and 65 with these results in the SE3 sportboat:

#### WORLD CHAMPIONSHIPS

- Dublin 2008 2<sup>nd</sup> out of 132
- Portugal 2009 2<sup>nd</sup>
- 2011 7<sup>th</sup>
- 2012 5<sup>th</sup>
- 2013 3<sup>rd</sup>

#### BRITISH CHAMPIONSHIPS

- Place: 6<sup>th</sup>

#### ENDEAVOUR CUP

This takes the winners of thirty Classes in the U.K. and they sail against each other to find the Champion of Champions. The 5 x winner was sailing yet Dave won – his best ever result, he says.

His “Race Ahead” Foundation is producing outstanding Development sailors, helped by his son Roger, a double Olympian.

The Hudsons have changed the face of R.S.A. Sailing. And I thought Roger was a spoilt little Bishops boy.

We can forgive Dave his 3<sup>rd</sup> in the 1980 Fireball World’s at Durban!

27. Lynne Keen: Lynne was introduced to dinghy sailing at a very young age, as her close Junior school friend was Cheryl Warr, daughter of Ken and Molly. She spent many weekends at Z.V. at “Skippers” in the Junior room with the other youngsters at the time.

During her teenage years, other distractions took over, but within a year of starting her degree at the University of Cape Town she was back at Z.V., but this time as a member of

U.C.T. Yacht Club, where she rapidly became involved both in sailing Sprogs with Alan Keen and assisting with the organisation of races. She was the Secretary of U.C.T.Y.C. when Alan was Commodore.

Lynne continued to sail periodically on dinghies as well as keelboats, but her passion was the organisation of races and events. In her earlier days, she was mentored by the likes of Paul Anstee-Bennett during Rothman's Weeks at R.C.Y.C. and by Roger Bartholomew at Z.V.

She was able to take any position on the Race Committee boat, from flags to time to recording, but her strength was as Principal Race Officer, where her clear decision-making made her stand out in an era when this was an entirely male-dominated function. There was many a time when strong-willed males thought they would be able to change this young lady's mind with a bit of vigorous verbal abuse, but they quickly learned that they had picked the wrong lady to fight with.

Her experience covered many hundreds of events from local Club sailing to Provincial and National Championships and also a number of Laser World Championships at venues both in South Africa and overseas, such as Cancun in Mexico, where she celebrated her 50<sup>th</sup> birthday by swimming with dolphins at the end of the event.

Many new "Bridge hands" would have met Lynne at one of the numerous courses that she ran, typically at Z.V. in July each year, where her skills as a professional teacher would be put to good use.

Her understanding of all aspect of sailing on the water, as a competitor, or as a Race Officer made her one of the best officials to have at any event.

## 28. Design

I am proud to say that Zeekoe Vlei members designed, built, promoted or imported all these Classes: Tempo, Sonnet, Laser, Dabchick, Scratch, Flying Dutchman, Andy and Sailboard. This is a world-class effort.

I'll give the Sprog, Extra and Sharpie to Herbert McWilliams of Port Elizabeth, and Sprog co-designer Helmut Stauch of Pretoria and the Finn to "Abe" Beningfield of Durban.

### 29. Books

Roy Preedy wrote two, and J-J one. Few Clubs in the world can boast of that.

In most countries, the exceptional campaign of *Shosholozza*, crewed by many Z.V. sailors, the Hudsons, and the Lipton Cup, dominated by Z.V., would have merited books. Frank Robb wrote some world-class salty yarns in S.A. Yachting like the comical "The Boiler Explosion". RSA has a serious shortage of yachting historians. Every Club's historian should put documents somewhere safe, so that future historians can use them.

Without writers, R.S.A. sailors' triumphs, disasters, follies and foibles will be lost forever.

### 30. Clarity

In my interviews, Z.V. sailors were entirely helpful, and talked with emotion and nostalgia about the tradition, culture and lore of their Club. I found that elderly members can remember incidents from sixty years ago with clarity, such is the drama and beauty of our Sport.

It was not easy for me to recall the past. I had several nervous breakdowns and am still under psychiatric care.

### 31. Lady members

Sailors cannot achieve greatness without the backup of Lady members, who do the hard work behind the scenes, keeping their men on the race-course, and good Bridge and Rescue. I have learned that the Club has many facets, and its organisation is done by the Committee members without pay, for the love of the Sport.

### 32. Bridge and Rescue

Famous Z.V. sailors like W.A. Clark, Alan Phillips, Gary Oliver, Len Davies, Hew Dunlop and Roger Bartholomew contributed. *Zeekoe* and *Hippo* were the first two Rescue launches then *Tern* and *Avocet*.

### Conclusion

Now at 68 I am able to reconnect to my happiest year at Z.V. 1964, when I was sixteen, by writing sailing books and articles about its history.

I hope I have proved that Z.V.Y.C. was the best dinghy Club in the World in the Sixties.