

the big boats

'STORMY'

DATA:

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|-------------|-----------------------------------|
| Boat type: | Ocean Racer and high seas cruiser |
| Designer: | E. G. van de Stadt |
| Builder: | Sommerfeldt, Hamburg |
| Completion: | Molich, Hundestedt, Denmark |
| Owner: | C. Bruynzeel |
| Length OA: | 57ft 9in |
| Length WL: | 39ft 4in |
| Beam: | 13ft 9in |
| Draft: | 8ft 1in |
| Sail Area: | 1,425 sq ft |
| Price: | Private contract |

and bathroom behind this cabin are roomy and well ventilated. In the main cabin there are two rows of bunks on either side, so that when racing the entire off-watch crew can sleep to windward. Farther astern there is a roomy kitchen, a chart table and the navigator's corner.

The chart table has been so designed as to enable the navigator to stand instead of sit behind it, thus leaving enough space for a refrigerator and a deep freeze underneath.

Stormy's engine is a four cyl. Perkins diesel, which like the propeller has been placed slightly off centre. This is necessary because the forward end of the skeg of the rudder extends right up to the ballast keel.

The rear cabin has its own toilet and bathroom.

Shape and size of *Stormy's* hull will give her maximum sail area with a minimum displacement. In order to obtain the necessary stability, she therefore has a rather wide beam—13ft 9in—in relation to her LOA—57ft 9in.

Stormy's keel is made of cast iron, which carries a lead bulb at its bottom, to give maximum stability.

Reason for her clipper bow is that this will give her a more favourable Cruising Club of America rating. In designing the sail plan, van de Stadt had the Trans-Pacific Race in mind.

Stormy is presently being finished off at Molich's yard in Hundestedt, Denmark. She will be fitted with Proctor masts, and her sails will be made by Hood and Ratsey & Laphorn. The instruments will be supplied mainly by Brooks & Gatehouse. Rigging is in stainless steel, and rod rigging by Southcoast Rod Rigging will be partially used.

Rob van Mesdag

STORMY STORY

The Dutch ketch "*Stormvogel*" has for many years impressed all who have sailed on—or against—her by her many brilliant performances during ocean races held on both sides of—and across—the Atlantic.

Now her owner, Dutchman Caes Bruynzeel, has commissioned E. G. van de Stadt, designer of this superb racer, to develop an even faster boat for him.

This van de Stadt has done, and *Stormy* is the result. She incorporates the designer's latest

thoughts on design and construction. Building has already started and she should be ready in April.

BOATS, realising the interest of its readers in foreign competition soon to be expected in our waters, has been able to obtain sail plan and interior arrangement of this yacht, which is likely to be the world's fastest ocean racer.

Stormy will be owned by Mr Caes Bruynzeel and his Swedish friend Mr P. Lindberg, who with his wife has been running Mr Bruynzeel's "old" boat *Stormvogel* for the last three years.

Stormy's hull which has been made by Sommerfeldt's of Hamburg—they are cold-moulding specialists—is one inch thick, and is made of 11 layers of veneer which have been glued together. There are no ribs, just a few stringers along her topsides and floor timbers in the keel. The inside of the hull has been varnished, while the outside has been coated with a thin sheet of reinforced plastic. Main source of strength and rigidity of the hull are the bulkheads, of which the one nearest the mast is a double one. The engine room is completely sealed off from the rest of the ship by two waterproof bulkheads.

Like all van de Stadt's designs, the interior arrangement has been kept as simple as possible. The forward cabin is mainly used for sail stowage when racing, but when in port, or cruising, canvas bunks can be rigged up in this area. As *Stormy* will often be racing in hot climates, the toilet

