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Photographed on a misty morning in Hout Bay before she set sail for the West Indies, Antares (above and below) makes a romantic picture as she lies alongside.



## ARTHUR HOLGATE'S EPIC VOYAGE

By BRENDAN BOYLE

Forty days after he slipped quietly out of Hout Bay, Arthur Holgate completed an epic single-handed voyage in the biggest yacht ever built in South Africa – the 80 ton Antares.

He slipped as quietly into the British Virgin Islands as he slipped out of Hout Bay on September 12, completing the 5 900 mile voyage on his giant gaff schooner – alone.

Had it been anyone but 44-year-old Arthur who skippered that massive craft with her traditional, winchless gaff rig, I would have predicted a prompt return. But he is not a man to lightly undertake something he may not be able to finish.

He knows the sea and he knows his craft. His experience goes back to square riggers more than 30 years ago and he has seen the sea in most of her moods.

Antares is a lot of boat and her only winch is an electric anchor winch. But he knows his boat thoroughly – and knows what she is capable of because he designed her himself.

His practical manner was typified by the way he launched himself in business. He went whaling down south and used the money he earned to buy a truck. With this he started a transport company, which now allows

him to do the things he is doing right now.

He left without fanfare or publicity. In fact it is said that he walked out of a Hout Bay restaurant with a friend after supper and remarked that the weather was perfect for a westward departure. With a casual cheerio, he left – westwards for the Virgin Islands and the famous charter grounds where Antares is likely to earn up to R1 000 a day.

He took no transmitting radio and he said he would pass St. Helena only as a navigational check.

For the record, Arthur is a bachelor though not a hermit. He is not a big man though he is patently tough. He speaks softly even in crises and does not use gestures. His hair is short, his eyes are blue and he smiles easily though he seldom laughs.

He is no stuntman. He is a professional seaman with a professional approach to the sea. It is this which, he claims, has earned him the reputation of being a difficult man to sail with.

And it is just because of this reputation that he chose to sail alone. It is easier to sail alone than with someone you do not know and trust implicitly.



The 80-ton schooner Antares, is the largest sailing vessel built in this country. Arthur started building her in 1971 and four years later, she's chartering in the West Indies.

## LOOK WHAT'S COMING YOUR WAY— THE M&W 26

Miller & Whitworth Pty. Limited  
Yacht Designers & Sailmakers & Specialists  
Yachtsmen and Boat Constructors

1st July, 1975

Mr. A.A. Von Budderach,  
Mosenthals Marine Pty. Ltd.,  
P.O. Box 1424,  
Durban, 4001

Dear Mr. Von Budderach,

I have checked with Mr. Miller and he is happy for you to proceed with the M & W 26 as per the drawings already supplied. In regard to CBP construction details, Bob has indicated that he will prepare these and send them to you from the U.S.A. This will not be for several weeks as he is currently competing in the Transocean race on "Ballinger". The M & W 26 racing in Sydney continues to develop and is creating a great deal of favourable interest.

Yours faithfully,  
Miller & Whitworth Pty. Limited  
Craig Whitworth  
Managing Director.



Miller & Whitworth Pty. Limited  
Yacht Designers & Sailmakers & Specialists  
Yachtsmen and Boat Constructors

9th June, 1975.

Mr. A.A. Von Budderach,  
Mosenthals Marine Pty. Ltd.,  
P.O. Box 1424,  
Durban, 4001

Dear Mr. Von Budderach,

Thank you for your letter dated 27th May. Congratulations on the launching of your first M & W 26. We certainly appreciate receiving the photographs and when more are available, we would be interested in receiving them.

In the meantime, we have posted under separate cover a set of plans for the M & W 26. The first boat of this design was raced in Sydney last weekend and won fastest time against a strong 1 ton fleet.

You will also be interested to know that John Dabney, our U.S.A. 1971 1st prize winner, with the Deceptio Race in an M & W 26 against 132 starters. Enclosed is a photograph of the boat which you may be able to use in your publicity.

Looking forward to hearing from you again.

Yours faithfully,  
Miller & Whitworth Pty. Limited  
Craig Whitworth  
Managing Director.

The latest design from the drawing board of Bob Miller – Australia's most successful yacht designer – is the M&W 26. This exciting design is showing the opposition its transom in Quarter Ton races in Sydney, Australia right now. Read the letters.

The M&W 26 is good for cruising too, because Bob Miller has designed a "big"

Quarter Tonner. There's room enough for the family to spend a week-end aboard in comfort.

Mosenthals Marine of Durban are working on the prototype right now and the first production boat – in fibreglass – is expected to be on the water in January, 1976.

Give Mosenthals Marine a ring and find out more about the exciting M&W 26.

MOSENTHALS MARINE (PTY.) LTD.



P.O. Box 1424, Durban 4000. Telephone 31-2111

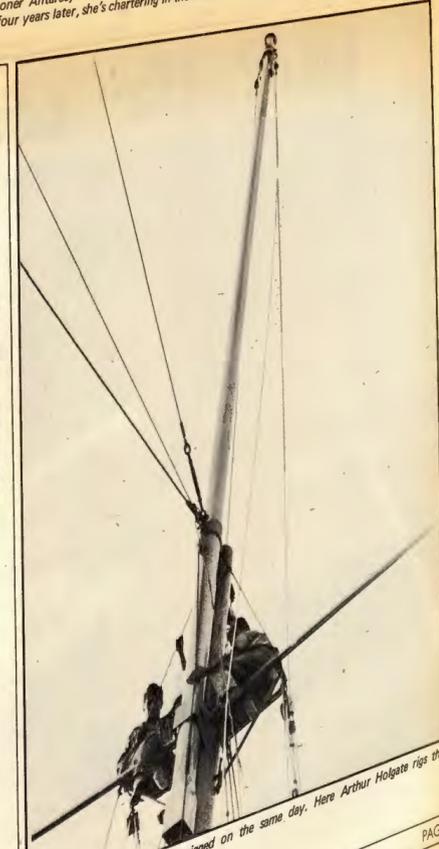


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also at 47 Rivonia Road, Sandton, Transvaal.



Antares was launched and rigged on the same day. Here Arthur Holgate rigs the main topmast with a helper.

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