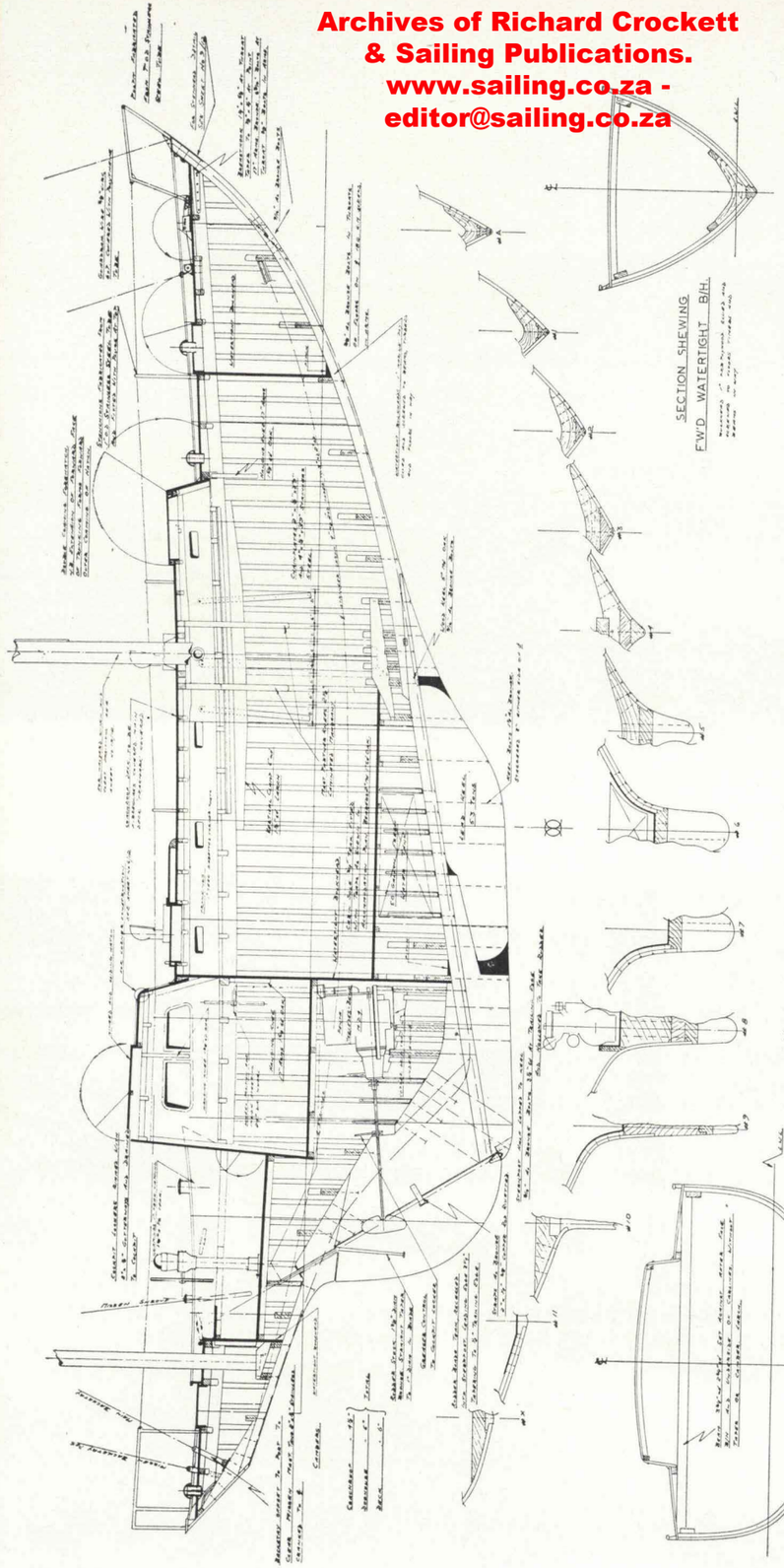


HOLMAN FOR REDFERN

☆ BEAUTY, AND STRENGTH, IS THIS TOUGH CRUISER-RACER SIGNED TO KEEP THE SEA IN THE

I KNOW off-shore cruising men in Cape Town think their South-easters are murderous, but I feel our Westerlies—which blow more or less straight up and down our coast, setting up terrifically steep and short vicious seas—are at best just as bad and probably worse. What is more, they are with us more or less continuously. It was for these conditions my new ship was designed and constructed and I am certain in them she will more than hold her own. She is in excess of Lloyd's post-war scantlings, from the line drawings I have in my possession, writes **NOEL REDFERN.**

Her vital statistics are:

L.O.A.	45 ft. 4 in.
L.W.L.	32 ft. 1 in.
Beam	11 ft. 8½ in.
Draft	6 ft. 9 in.
Displacement	28,448 lbs.
Ballast	11,872 lbs.

Sorry I cannot send you the line drawings, I am not permitted to part with these. She is inclined to rather extra heavy displacement and while I claim no knowledge of the virtues of any type of displacement, my last ship was semi-light displacement and used to be a cow to steer most of the time.

I frankly admit, Kim Holman, the designer, advocated heavy displacement, broad beam, reasonably long overhangs—and I like it.

One thing is clear, the beam is fairly well aft and although I claim no knowledge of yacht design, this I insisted on because I believe this is essential for speed, stability, good buoyancy aft where you need it, with the opposite end nice and sharp and fine.

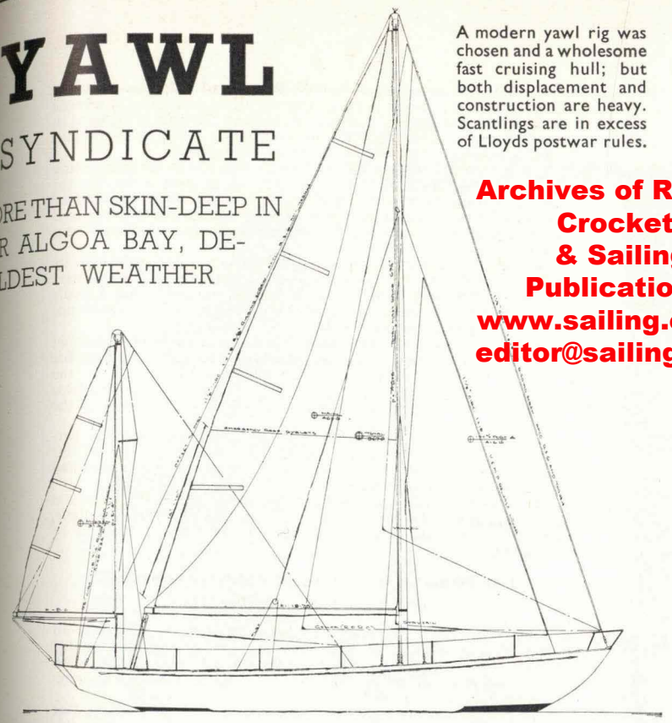
I have no wish to stick my neck out too far, but I guess I can have my own opinions and I firmly believe narrow boats with their beams

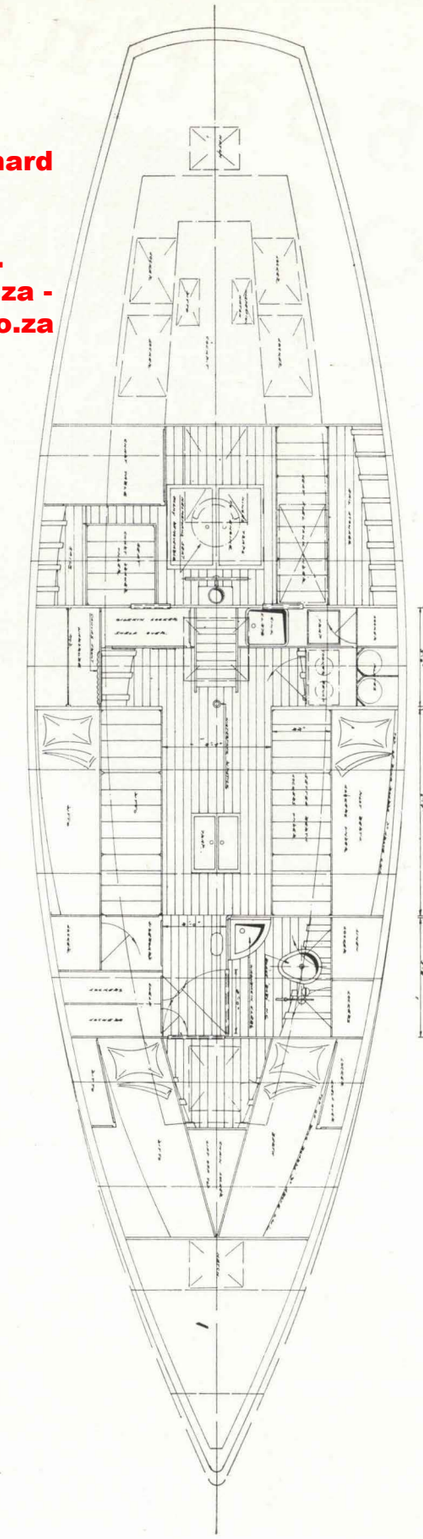
A great deal of thought, following experience in extreme weather conditions with *Coimbra* in Tristan da Cunha waters, has gone into the planning of Noel Redfern's new yawl. The watertight divisions which seal off the hull are shown here by the dark lines.

YAWL SYNDICATE

MORE THAN SKIN-DEEP IN FOR ALGOA BAY, DE- WILDEST WEATHER

A modern yawl rig was chosen and a wholesome fast cruising hull; but both displacement and construction are heavy. Scantlings are in excess of Lloyds postwar rules.





rather forrard deceive their owners, they slide sideways by the stern, and while they apparently sail high, they do not in reality; they, in fact, do not travel through the water, but progress forward, but slightly sidewards at the same time.

It is difficult to explain, but think about it, or try towing a boat with the warp secured a little aft of forrard on one side instead of amidships forrard and you will achieve the same effect.

I choose a yawl because I believe, in our conditions, a split up in the area makes for easier handling, specially with the two headsail rig.

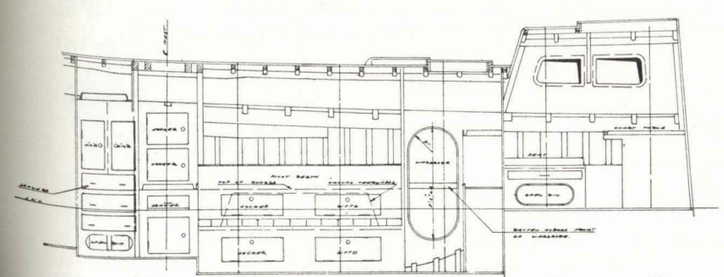
The special doghouse, I honestly believe, will be the forerunner of this arrangement on other craft. I feel other owners throughout the world will change to this layout, since it makes for so much more comfort with resultant less fatigue.

Although the deckhouse is very heavily constructed and it is not expected to go overboard, that is still within the realms of possibility. They said nothing could happen to *Coimbra's* deckhouse, but one mighty swipe broadside—after the steering and sails had broken and carried away—left her aluminium alloy deckhouse bent bodily over to starboard without windows and with doors that could not be closed. The result was that the sea washed down into her saloon.

This new yacht is equipped with watertight bulkheads and is in actual fact in four watertight compartments, much the same as *Coimbra* was, and for which reason alone, she did not sink in mid South Atlantic. The reason I chose marine plywood for the deck and coach roofs was to stop for once and for all the damn leaks which one just cannot eliminate in a laid teak deck. Also I believe a plywood deck makes for a stronger boat.

The yacht is well equipped and while I do not believe in gadgets, everything, I consider that would make for comfort, speed, efficiency and long life with little maintenance has been provided.

(Continued on page 70)



more CLASS NEWS

(Continued from page 69)

Staples—15,000	3	3	9
Wheels: 2 at 26s. 3d. (less 2½ per cent)	2	11	2
Footstrap		5	0
Jamb Cleats		19	2
Fittings	11	0	0
Mast (with fibreglass)	8	10	0
Boom	2	0	0
Rudder and tiller		10	0
Centreboard (with fibreglass)	2	0	0
Inglefield clips		8	0
Axle		8	2
2 × S.S.1 blocks	1	5	0
Thimbles, eyelets, etc.		10	0
Plywood—3 sheets at £2	6	0	0
Terylene thread		10	0
Fibreglass	3	0	0
Timber for hull	24	0	0
Glue	4	15	0
Varnish	3	0	0
TOTAL	£124	16	3

It would certainly be difficult to find a first-class racing dinghy with such a fine finish, which could be built as cheaply as this. It should be borne in mind that the figure includes the launching dolly and sails.

It is obvious that the owner spent a lot of time and energy on constructing the boat, but judging by the finish of the hulls at the National Regatta, he did not spend any more time than many other Spearhead builders.

Bas. Bevan and his wife Denise completed and launched *Saluki*, and very smart indeed she looks with the varnished hull and painted line. We hear they had a few teething troubles but recent performances have been of a very high standard and *Saluki* will prove a pretty tough competitor for anyone to sail against.

With regard to timber for building, we have to report that spruce is getting more and more difficult to obtain and is without doubt on the expensive side. Up to the moment there is no substitute for it as far as masts are concerned, especially while the Goodricke rule necessitates a mast being made of wood. As far as hulls are concerned, however, nothing but good reports have been received of boats built with obeche skins and Philippine mahogany solid timbers elsewhere. Jelutong has also proved very satisfactory and no one need delay building on account of the scarcity of spruce.

FOR THE NEXT few months the Class's Hon. Secretary will be on long leave, but arrangements have been made for all ANDY post to be sent on to him. If there is a short delay in replies while the post office is locating him, please be patient.

Everyone agrees that the East Cape affair was a very fine regatta indeed, and the host club and organisers deserve the warmest congratulations. One simply cannot think of any points to criticise—things were so well arranged and run. Even the weather!

Initially we had only two Andies entered, Dick Seymour's and the St. Andrew's boat. The school contingent had a spare skipper and crew, and Doug. Fanning's Andy was very kindly made available to them. That gave us three starters, and therefore a mug of our own to go for in the Open events. All the skippers were pretty new to the game, and although no fancy times were recorded, competition was very even.

Young Dick Seymour won outright with five firsts, challenged at times by Martin Goldswain, but never in danger. Dick and his crew sailed hard and consistently and thrice made up long gaps to come in first.

It is of interest to note that both *Ajax* and *Arrow* have very light spars, and neither have diamond stays. *Ajax's* mast has no spreaders at all, and *Arrow* has spreaders directly on to the shrouds. Yet these sticks never showed signs of undue strain, even in the blow.

Thistle has a suit of Williams sails, while *Ajax* and *Arrow* have home-made suits. The Seymour sails set well and draw well, as can be seen from the results.

Ajax had no self bailers, *Arrow* had two fitted either side of the C.B. casing, while *Thistle* had freeing ports. These latter worked well when open on a reach, but as the insulating rubber was too hard, it did not quite seal off, and the boat made a lot of water, particularly on the calmer days.

Those boats which had rubbers fitted against the C.B. slot, made no water through the casing. Neither *Thistle* nor *Ajax* filled up from this source, but *Arrow* probably took in a lot on the windy day when she filled up so badly.

Results: 1st *Ajax*, R. Seymour (R.Y.C.); 2nd *Arrow*, M. Goldswain (S.A.C.S.C.); 3rd *Thistle*, A. Blacquiere (S.A.C.S.C.).

Mike Kuttel, c/o the Royal Cape Y.C., has come into the Andy building field. With the constant demand for professionally built hulls, this new builder is very welcome. The Association is negotiating with other builders to undertake Andy construction and we hope to be able to provide names and price lists in our next report.

Andies In Glass Fibre—Those enthusiasts at De Beers never stop working on Andies. Using F. G. Radcliffe's Bongers hull as a basic mould, they made a glass fibre female mould over it. This was sanded, and sanded, and sanded till it was absolutely smooth. Now they have started turning out the hulls. The first one is said to be a beauty—smooth as a baby's transom.

We have been promised notes on glass fibre construction for Andy by these builders, and when available, they will be included with the building notes.

If you are interested in making your own *Andy* sails, write to the designer, Frank Spears (P.O. Box 12, Wetton, Cape) or to the Association (P.O. Box 182, Grahamstown) and send 5s. A detailed set of drawings and notes have been prepared and are now available.

Ken Hargood is offering his near-completed Andy *Tomohawk*, No. 5, for sale—£75 o.n.o.—f.o.r. Port Elizabeth.

At the time of writing more than 40 sail numbers have gone out, and there are no fewer than six known builders who have not written in for theirs.

The two biggest Andy fleets will be at the Royal Cape and De Beers, as far as we can see, with Zeekoevlei a close third. Royal Cape will have 12, and Kimberley at least six by next season.

At the time of writing the Andy Handbook is being printed. Copies will be sent to members, and non-members may apply for copies from the Association with the help of 2s. in stamps. ■

HOLMAN YAWL

(Continued from page 47)

The yacht is owned by a syndicate and it is hoped will bring victory to South Africa in international competitions, such as the Bermuda, Fastnet, Hobart, B.A./Rio, Transatlantic etc., during the future.

Designer's remarks:

The prime requirements demanded a yacht to conform to the R.O.R.C. Class II rules. The boat was to be able to go to sea in any weather and stay at sea, to have a fair turn of speed under most conditions. It was a condition that the yacht should have good freeboard and three watertight bulkheads. The height of the doghouse, while slightly above the normal for this type of boat, has been dictated by the owner's wish for a complete secondary control position, the doghouse to have full standing headroom, to be a complete shelter in severe weather. This has, of course, helped to provide a roomy deckhouse with very obvious advantages.

The headroom throughout is exceptional and should provide a degree of airiness essential in climes such as prevail in her homeland, South Africa.

The yacht has been built to a high specification and the standard of workmanship and finish of her builders, Tucker and Brown, is excellent.

The design was based on Mr. Noel Redfern's requirements that the dog or deckhouse should be an entirely separate unit and, if caught by a breaking sea broadside and carried away, it will in no way affect the seaworthiness of the yacht. To get into the main accommodation, it is necessary to enter through a sliding hatch in the coach roof.

The yacht is mahogany planked on oak steam-bent frames and the backbone is English grown oak. The decks and coach roof are marine plywood, covered with Trakmark, and the coach roof sides, cockpit and all joinery work on deck is teak.

The entire yacht above the waterline is varnished and the topsides are splined.

The equipment includes fully automatic helm control, very powerful winches, powerful two-way radio telephone with direction-finding loop. Hydraulic anchor windlass, a Mercedes 30 h.p. diesel auxiliary, separate lighting and electrically-operated equipment, generator, echo sounder, electric speed indicators, etc.

The spars are aluminium alloy by "Sparlight". The sails are of Terylene and are made by Gowen and Co. of West Mersea.

C. R. Holman.

OWNS SLOOP AT 2½

AUCKLAND yachtsmen claim they have the youngest sailing exponent in New Zealand, if not in the world. He is 2½-year-old Paul Spencer who sails his 5 ft. 6 in. sloop *Noddy* and insists on having everything shipshape.

Paul's father is a yacht designer and builder and he yielded to Paul's insistence to build *Noddy* from two sheets of ply. The little boat has 10½ sq. ft. of sail and Paul insists on hoisting and furling this himself. He handles the little yacht while it is connected to his father's boat with a 40-yard line.