

STORMVOGEL:

Her luxurious Living quarters

BIGGEST news in Southern African yachting will be the launching soon of *Stormvogel*, the most advanced and biggest sailing yacht ever built in our parts—and probably the fastest ocean racer that will be competing in international events this year.

For the first time we are able to publish the living quarters of this ship in which 10 fortunate South Africans will be able to crew for an ocean-crossing trip to England to compete against the world's best in the classic Fastnet Rock race from Plymouth to southern Ireland and back. It means that for the first time since the days of T.B. Davis and his wonderful schooner *Westward*, South Africans will have a direct link with the main stream of world yachting—with the races in which England, America, Holland, Germany, France and the Scandinavian countries enter their best men and wind-ships.

Mr. C. Bruynzeel, of Stellenbosch, who will skipper the *Stormvogel* in her races, is an international name in this greatest of all sports. Since the early thirties he has owned some of the finest yachts competing in the New York-Bermuda Race, the Trans-Atlantics, the Fastnet Rock race and a host of others. And for the ocean crossings to England *Stormvogel* will have a professional skipper who has already crossed both Atlantics happily and without incident in a much smaller yacht.

Stormvogel, at 74 ft. 6 in., is the largest yacht permitted under the rules of the Royal Ocean Racing Club and the Cruising Club of America. She is lighter, leaner and more potent than any ocean racer of her size afloat and should, with the luck that is indispensable in wind-driven racing, put up the fastest time in practically any ocean race in which she enters. Owing to the complicated handicapping system under these rules, she may not win the races; but she will certainly give her crew the most thrilling ride possible.

And her accommodation plan (shown opposite) indicates that they will live in great comfort while at sea and in port. In equipping *Stormvogel* Mr. Bruynzeel has picked his gear—from galley stove to pedestal sheet-winch—from the best available in Britain, America and the Continent. And she will have a magnificent wardrobe of Ratsey and Laphorn terylene sails whose cost alone will equal the whole outlay to build many a small ocean cruiser.

Just take a look at that main saloon, the best part of 20 feet in length and carefully designed for good living. We know how much thought went into it, for the early planning of this yacht was done on a *Yachting News* drawing board. Like many modern homes, the cook is not banished to some obscure nether region. His job is a sociable affair, handy to the eight-foot saloon table, surrounded by its upholstered seating. He has a big stove in gimbals where he can chock himself off at sea, comfortably surrounded by his sinks and other work-space.

On the other side of the saloon is a good-sized fridge and, in between the deep sea-going bunks, a Shipmate heating stove for those chilly North Atlantic days.

One of the great boons in a big ship like this is the opportunity to plan proper washing facilities and "heads". Notice the twin wash-basins and the shower cubicle.

The engine-room will house a Perkins diesel, to ensure long-range and eliminate petrol risks. Special attention has been paid to insulating this compartment against noise and heat from the living quarters.

Another ingenious feature is the special keel design, where all the spare space above the lead ballast is used for built-in water and fuel tanks.

First thrills in *Stormvogel's* life will be the test runs in

(Continued on page 76)

WOULD-BE 'OLD SALTS', TRY THIS BOATING Q U I Z



YOUR knowledge of your boat, the rules and regulations governing its use, and the horse sense that makes boating a pleasure, determine whether you are a boatman who will be welcomed on our waterways or one who will be looked on as a menace. Here's a simple true-false quiz, prepared by the Evinrude Boating Foundation, to test your knowhow.

If you're a real expert, you should be able to answer all 20 questions correctly without trouble, and you'll probably think the quiz is elemental. To rate as a good boatman you should answer at least 17 correctly, and if you are below that mark you had better start swotting hard among the simpler manuals from your bookseller.

9. A pier is a structure built out into the water to be used as a landing place, and a dock is the space between piers for reception of boats. T. F.

10. When fueling, the hose nozzle should be grounded against the side of the tank to prevent discharge of static electricity. T. F.

11. The number of seats in a boat indicates its capacity. T. F.

12. In anchoring, the ratio of line to depth of water should be at least six-to-one. T. F.

13. The proper way to lower an anchor from a small craft is to heave it as far from the boat as possible. T. F.

1. A boat approaching you on an angle off your right bow has the right-of-way and you are burdened with using caution as you cross courses. T. F.

2. If you can make a boat go 15 miles an hour with a 7½ horsepower motor, you can lift the speed to 30 miles an hour by using a 15 horsepower motor. T. F.

3. You are legally liable for the damage caused by the wake of your boat. T. F.

4. A combination bow light showing red on the right and green on the left is required for night running on all 16-ft. outboards. T. F.

5. Conical shaped nun buoys mark the right-hand boundary of a channel when entering from seaward. T. F.

6. A boat transom is a ventilating device for the cabin. T. F.

7. Boats coming out of slips into open water, or leaving berths at piers or wharves, have the right-of-way over all other boats. T. F.

8. You are legally required to carry a boat horn or whistle if you own a 20-ft. outboard cruiser. T. F.

14. It is permissible to anchor in a channel if you are fishing from your boat. T. F.

15. If caught in a sudden squall, in an outboard cruiser, your best procedure is to head into the wind and waves at low speed. T. F.

16. The proper method of donning a buoyant cushion life preserver is to put both arms through the holding straps so the cushion rests snugly against your back. T. F.

17. It is illegal to tie up to marking buoys. T. F.

18. Outboard boats less than 16 ft. in length are not obliged to observe the nautical rules of the road. T. F.

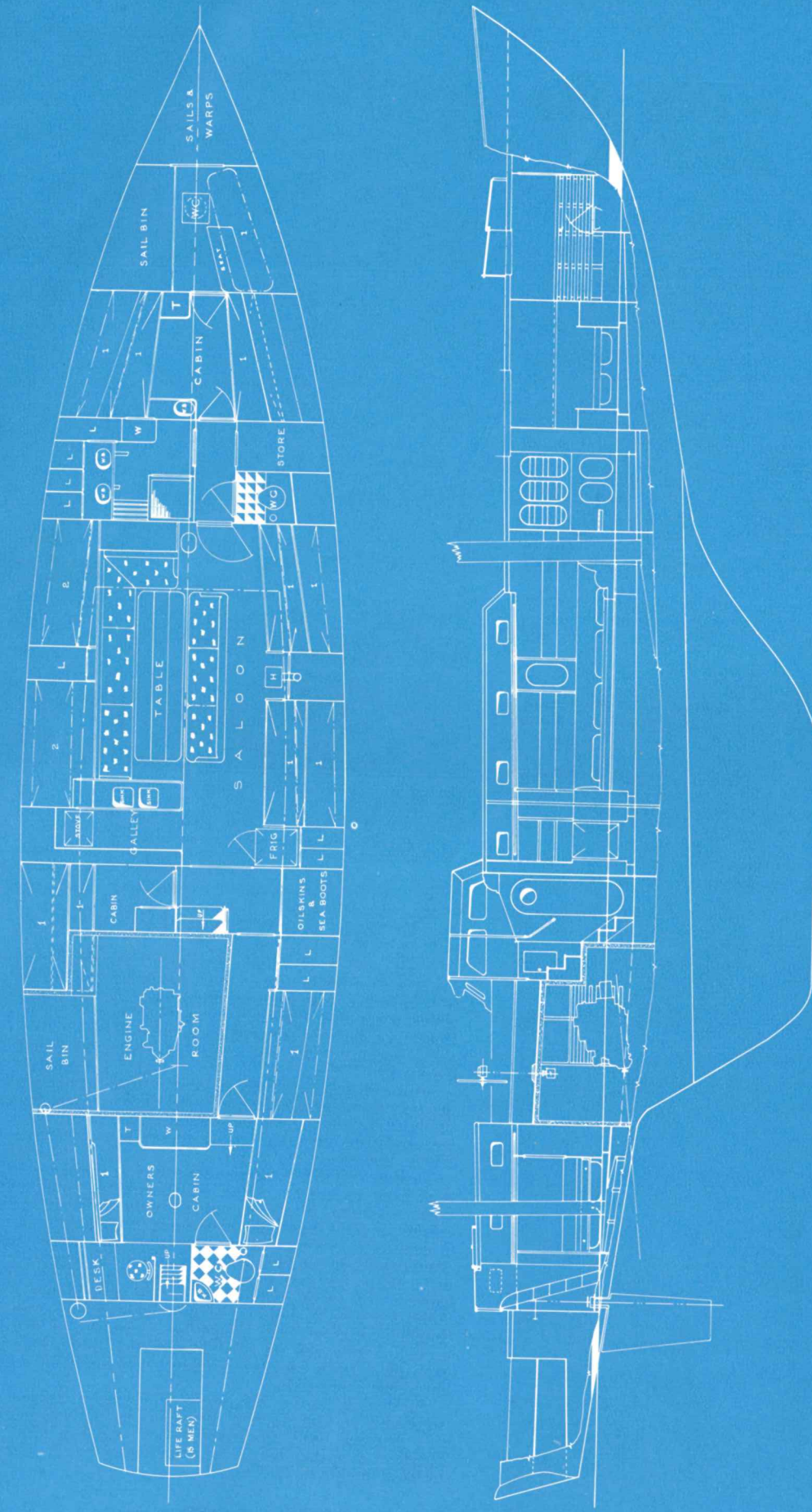
19. To make a landing, it is best to head into the wind or current when approaching a pier. T. F.

20. Buoys marking obstructions or junctions are striped horizontally. T. F.

Answers to quiz: 1—T 2—F; 3—T; 4—T; 5—F; 6—F; 7—F; 8—T; 9—T; 10—T; 11—F; 12—T; 13—F; 14—F; 15—T; 16—F; 17—T; 18—F; 19—T; 20—T.



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BROADWAY INDUSTRIES CENTRE FORESHORE CAPE TOWN

— GENERAL ARRANGEMENT —

S.V. STORMVOGEL
(C. BRUYNZEEL, E.B.O.)



Club Notes

(Continued from page 66)

skipper having a different boat each week, the crews remaining with their boats. In this way, the better skippers sail in the slower boats, whose crews have the thrill (we hope) of sailing with someone with "know how", learning from him, and he in turn, passing on tips about the tuning of the boat to its owner. On the other hand the weaker skippers have the fun of sailing fast boats with good crews (we hope), and thus also benefit.

So everyone has some fun—and in the end two get prizes—the skipper with the most points in the series, and the boat with the most successful record. Well done, Sharpies—keep up the good work. H.M.

STORMVOGEL (Continued from page 33)

Cape waters, when she will be able to show at once what her maximum speed potential is—for we never lack hard winds, and attendant long swells, to encourage surfing.

But when all this trial and tuning stuff is over, her permanent crew will be in for excitement as soon as they set out across the South Atlantic.

She is almost certain to put up a new sailing yacht time for the 1,700-mile run to St. Helena. And there is *Dirigo's* recent passage of 11 days to aim for as a target. If the wind is constant, it is almost certain to be lowered, because it is off the wind—that is in trade wind conditions—that the hull has the greatest speed potential. And *Stormvogel* is more than 10 feet longer on the waterline than the Yankee schooner.

We know that Mr. Bruynzeel and his associates are not the sort to talk big before plans have been put to the test. Certainly he has said nothing himself about playing around with records. These predictions are ours only. But his whole history in sailing has been a search for new ideas and, through them, performance. So whether any formal attempt is made or not, we feel safe in prophesying that new times in passage-making will be set up—if only incidentally!

And when the ship and gear are right, and the leadership is experienced, there is no more rewarding fun than getting the best out of a sea-going yacht. It is the noblest sport in the world. ■

CHAMPS RETIRE

(Continued from page 43)

After finishing the three-pointer *Lorraine V*, Dick decided to have a try at the speed record. At this stage Johnny Grobler held the South African record with a speed of 71 m.p.h., but Bobby Bothner had established a record in Rhodesia of 89 m.p.h. In his run with *Lorraine V* at the Eligwa Club, Dick established a record of 92 m.p.h. on December 21, 1957.

The next major event was the South African Gold Cup held on May 4 at Loch Vaal.

This regatta was notable for many narrow escapes from serious injury. Jimmy Hall, now famous as the Bird Man, hit a half-submerged drum at high speed. Jimmy was thrown out and his foot became entangled in the steering cable. He was dragged along on his back, uncomfortably close to the prop till he succeeded in reaching the throttle and reducing speed. He escaped with torn leg muscles and a sprained ankle.

Dick Weddell won the coveted Gold Cup for the first time. That evening he returned home and prepared the boat for another attempt at the record.

Two weeks later in East London, on Friday evening, May 16, he accomplished his one remaining ambition in boating by averaging 103.46 m.p.h. on the Buffalo River.

The following morning, in an attempt to better this record, Dick had one of the narrowest escapes of his career. While travelling at better than 100 m.p.h. at full throttle, the propeller shaft broke which ended in the loss of both prop and rudder.

Luck remained on his side—the boat held her course.

Dick Weddell is undoubtedly the outstanding pilot in the country and the only one to hold both the inboard and outboard championships.

Arthur and Dick now share a fine new three-pointer which they have been testing on Loch Vaal and which was raced in a recent regatta by Martin Buys. Chatting to them just after this, I asked: "How can you bear to sit on the bank when you own a boat like that?" "Well," said Dick, "If Martin continues to race her like that, the answer is for a very long time!" ■

FOR SALE:

FLYING DUTCHMAN with magnificent racing record. Built 1959. Terylene sails, roll-in cockpit, car trailer, all in immaculate condition. Owner retiring due to advancing years. £390. (R780). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

CATAMARAN. 16 ft. Prout Shearwater III in glass fibre with terylene sails, car trailer etc. Almost certainly the fastest yacht in the Union. Will take two outboards. £250 (R500). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

SHARPIE in stinkwood, hornwood and cedar. In first class condition with two suits of sails. Owner leaving for England, must sell. Sacrifice at £135. Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

THREE FINNS—all first class boats with full inventory, one having won the Finn Championship. £130 (R260), £155 (R310) and £180 (R360). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

Andy in first class condition. Any reasonable offer. Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

42 ft. Auxiliary Bermudan Yawl with Austin auxiliary engine. Recently completely gutted, replanked in teak, re-decked in mahogany and fitted with new galvanized iron frames and floors. Hull may be considered as new. Interior not yet completed. £1,750 (R3,500). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

27 FT. AUXILIARY BERMUDAN SLOOP in commission. Maintained to top condition with full cruising inventory. Sail anywhere. £1,750 (R3,500) or near offer. Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

60 FT. MOTOR/SAILER, Twin Gardner diesels. Luxury accommodation includes deck observation lounge, twin-berth owner's stern state

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CLOSING DATE FOR THE NEXT (MAR/APR) ISSUE:— 1 MARCH 1961.

room, bathroom, etc. £4,000 (R8,000). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

FOR SALE: FLYING DUTCHMAN "JACANA" with Jeckells and Lucas terylene sails. Roll-in cockpit and full inventory including rubber tyred launching dolly. Outstanding racing record with many racing placings, and, maintained in superlative condition. £395—Road trailer £25 extra. FRANK ROBB, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

FOR SALE: 16' LIGHT GOODRICK. Laminated cedar planking with Lucas terylene sails, spinnaker, with boat cradle—£125. Good racing order. Burton, Box 10, Knysna.

22FT. DAY-SAILER WITH CABIN. Needs some work. Owner desperate—must sell. Any reasonable offer. Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

50 FT. RACER/CRUISER with fine record of wins and deep sea cruises. In commission, with huge inventory. £4,500 (R9,000). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

Two first class twin screw diesel engined GAME FISHERMEN. Write for details. £3,500 (R7,000) and £5,000 (R10,000). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

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Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

25 ft. Chris Craft with Chrysler straight-eight marine engine. £950 (R1,900). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

60 ft. COMMERCIAL FISHING BOAT with Cummings 150 h.p. diesel engine still under manufacturer's guarantee. £2,750 (R5,500). Frank Robb, Yacht Broker, P.O. Box 1804, Cape Town. Telephone: 3-4256.

SPROG with ELVSTROM COTTON SAILS, built-in side tanks and road trailer-cum-launching-dolly. £130 (R260).

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WANTED:

WANTED: SAILS FOR SHARPIE. Must be good condition. Please write, stating name of sailmaker. Van Tienhoven, P.O. Sandown, Johannesburg.