

picture news

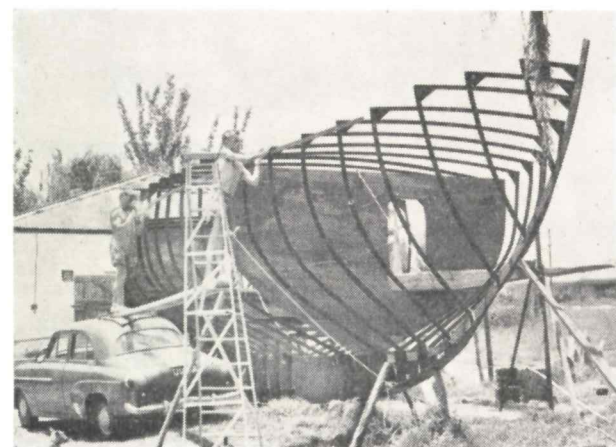


The same spirit that sends yachtsmen across the oceans made Willem van Riet, 18, finish his successful 1,100-mile trip down the Orange River in a 10 ft. fibreglass canoe recently. Two friends who started out with him left after 172 miles. He did the journey through wild country in 37 days and lost all his equipment, except his sleeping bag, in frequent capsize in the rapids—but carried on to the end. He was at the Air Force Gymnasium last year and is now studying architecture at the University of Cape Town. His dad is Mayor of Bellville, Mr. W. F. van Riet.

BELOW RIGHT: The first yacht of any consequence to be built by Louw and Halvorsen, in Cape Town, for many years is now being laid down for Colonel S. H. Jeffrey, of Constantia. It is a fine 50-ft. motor-sailer for tunny fishing and deep-sea voyaging designed by a German naval architect. Here the lines are being "lofted" full-size before the moulds are made. Louw and Halvorsen, of course, have built hundreds of small work craft since the war, in the great pilchard fishing boom. We are publishing full plans of this boat later.

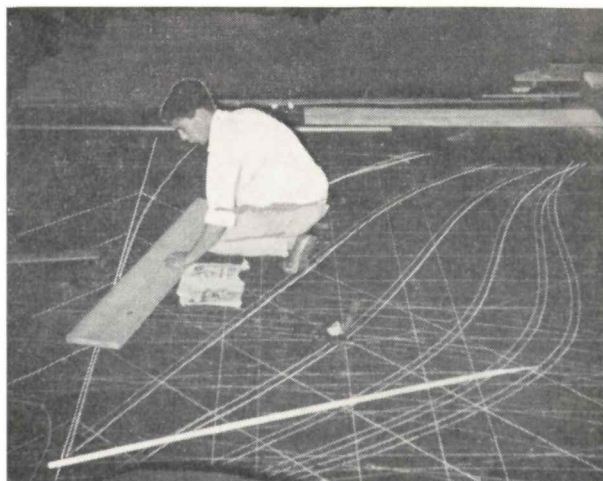
BELOW LEFT: Some time ago we urged amateur constructors not to be scared of building in steel, especially round-bilge hulls. Well, here is John Knight's 46-foot effort, in a backyard at Lindhurst, Johannesburg. Busy on the job are Norman Penner (left) and Henry Mongie of Hermanus. Down in the Cape Peninsula Arthur Holgate is making fine progress with a big 61-foot steel schooner, substantially a copy of Jim Crawford's fine *Dirigo*, which passed through last year. More details later.

(See also page 49)



ABOVE: THIS FIGUREHEAD is a handsome addition to the joint clubhouse of the False Bay Yacht Club and the S.A. Marlin and Tuna Club at Simonstown, thanks to a restoration job by John and Laurel Goodwin, who is seen putting the finishing touches at her Hout Bay studio. The ship's boy from the German barque *J. H. Jensen* stood for years in the main road at Simonstown, till tipsy matelots bashed his face in and his arm was torn off. John Goodwin took him home from the basement where he had been abandoned and gave him the full treatment, including a bath in wood preservative.

The figurehead first came to Simonstown in the 80's below the jib-boom of the German barque, after it had practically foundered off the Cape of Storms and was towed to haven in a waterlogged condition. Eventually the ship was condemned and broken up on the big "hard" that used to lie just before the present yacht club site. Now once more he will be scanning the waters of False Bay with his blue Nordic eyes—and good for many years to come.



CARIAD IS ON THE MOVE

by J. C. MOULD



C*ARIAD I*, the 129-ton Durban-based ketch, is believed to have established a sailing craft record on February 14 when she arrived at the entrance to Delagoa Bay, off Lourenco Marques—36½ hours after leaving Durban.

The vessel was on the inaugural trip of the Big Game Fishing and Ocean Cruising Club of South Africa which is to hold a series of similar cruises throughout the year.

The record run was made without the use of the mainsail which was torn and had to be stowed soon after the vessel left Durban. The slim-hulled 127 ft. craft averaged 8½ knots on the 300-mile "up" trip.

Cariad I, which was built before most of us were born, has proved that she has not lost any of her grace and speed—13.4 knots being recorded in a fresh south-easter during the vessel's return trip from Portuguese East Africa.

Little did the owner-skipper, Richard John Hardman, and those on board realise that the ketch, which was dogged by bad luck from the start, would later be forcibly held in a foreign port on charges of suspected gun running.

A last-minute setback—the destruction of four headsails by fire—nearly prevented the ketch from leaving on February 12. The sails, valued at R600, were destroyed by a fire which started in the warehouse where they were being dried after treatment with inflammable preservative chemicals. Fortunately spare sails were available.

The second incident was the tearing of the huge mainsail while it was being hoisted in a 40-mile-an-hour wind soon after the *Cariad* cleared the Durban harbour bar. The damaged sail was lowered and stowed, the trip being continued on two headsails and the mizzen.

In the teeth of the gale the white-hulled craft, with her tanned sails taut, cleaved a path through the wild sea.

Two men—the mate and a galley steward—were slightly injured. The mate, Mr. A. Ferreira, was struck on the hand by a block while making fast a sail in rough weather, and the young steward cut his head in falling when the vessel pitched suddenly.

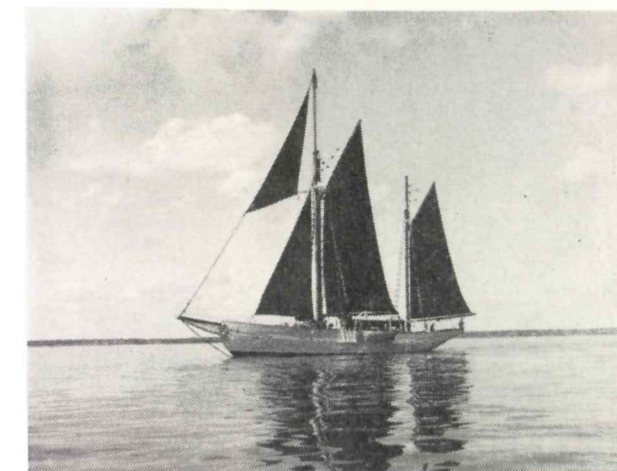
On arrival at Lourenco Marques armed Portuguese police and Customs officials swooped on the ketch after rumours had reached the Port Captain that the ship was being used in an arms and ammunition smuggling racket.

While the police guarded the gangplank and kept the crew aboard, customs men prised away panels in the ship's woodwork. The water tank hatch covers were removed and the tanks probed. The crew's personal effects were searched, cupboards stripped and food removed from the refrigerator.

When the lengthy search proved fruitless the authorities apologised profusely.

The intrigue surrounding the arrival of the ketch started the night before she reached Lourenco Marques. A ship which refused to identify herself signalled the *Cariad I* by Aldis lamp and requested details of her activities.

At dawn a Portuguese warship waiting off Inhaca lifted anchor and followed the yacht into Delagoa Bay. When the



TOP LEFT: Mrs. Beryl Rasmussen takes a spell at the wheel under owner-skipper, John Hardman. At the end of the 600-mile voyage nearly everyone on board had done duty at the helm.

TOP: *Cariad I* shows her graceful lines as she leaves Lourenco Marques under sail. The 127ft. ketch is now based in Durban and is being used to run a series of East Coast cruises under the Big Game Fishing and Ocean Cruising Club of South Africa.

ABOVE: Heeling to port, the bow wave cascades away as *Cariad* cuts along during her record-breaking trip to Lourenco Marques. *Cariad* which was based in Cape Town for many years, is now the property of John Hardman, of Harding, Natal.

Cariad berthed a "reception" committee was waiting at the quayside. The South African consul was also on hand, having been asked by the Port authorities to meet the vessel.

Because of the delay at Lourenco Marques the Club members were unable to continue on the scheduled trip to Inhambane. The big-game fishing project also had to be abandoned.

The return trip to Durban was not easy. For almost three days the *Cariad I* struggled to pass Inhaca light in the face of adverse winds. Each time the vessel took a "leg" out to sea both wind and current contrived to drive her back. Eventually the 180 horse power diesel engine was used to clear the area.

The only incident on the return trip was when the flying jib blew out at three o'clock in the morning. Working in total darkness, the crew pitted all their strength against the elements to bring down the damaged sail from its position high on the main mast.

Gone are the days when salted pork and hard biscuits formed the staple diet in sailing ships. Guests of the Club are given food prepared in the ship's re-designed deck galley which is equipped with modern gas stoves. The food is lowered to the main stateroom by a lift.

The vessel is also equipped with an echo sounder which enables her to sail close to the coast in safety.