

# RCYC launches its ONE-DESIGN

"WE shall have to promote a one-design keel boat class for the Club" . . . "I think you are dead right, let's give it a go!" These words were exchanged between a chairman of the Sailing Committee and his Secretary, at the Royal Cape Yacht Club, 4½ years ago. But easier said than done! Much work and thought, and a following Sailing Committee produced a handy little design by Lören of Sweden, but lack of response brought no result.

More time passed and Brian Lello drew and published his 25 ft. *Southeaster* which aroused interest, but was probably a little premature since the conservative Royal Cape yachtsmen knew and appreciated the sea kindliness and beauty of a well designed and conventional round-bilged yacht with a pretty sheer, able to fulfil the dual necessity of keen racing as well as their important aspect of at least moderate coastal cruising.

The growing list of successes, sometimes outstanding, of the 29 ft. 6 in. *Zeeslang* was in the meantime attracting much attention, and this—coupled with the accelerating exodus of some of our larger cruising yachts—prompted the present committee to refocus its attention on the now overlooked *Southeaster*.

From past experience, however, the 25 ft. yacht was a little small for all that was required of it, especially in our sometimes boisterous conditions, and consideration was then given to *Zeeslang* which had then just finished the Simonstown to Mossel Bay Ocean Race and done a commendable and fast trip back to her home port.

Initial costings showed that she might be reproduced, if sponsored by the Club and given assistance, for approximately £1,000, a remarkably low price! A syndicate was formed to finance the project and Mr. C. Bruynzeel, the original owner of *Zeeslang*, soon produced a brand new set of plans from the designer, E. B. van der Stadt, of the latest modification of the yacht which was the internationally known *Black Soo* which has also performed with distinction overseas during recent seasons.

Mike Kuttel was commissioned to build the boat at the Royal Cape Yacht Club and in no time was transforming sheets of plywood and lengths of timber into a handsome and extremely well-built hull.

A rigid specification is being adhered to, as laid down by the designer, and the building process is being closely supervised by the meticulous Mr. N. D. Ross who is acting as "Clerk of Works". The sail plan includes a mainsail, genoa-jib, working jib, storm jib and spinnaker, all of Terylene which are being made by a prominent English firm of sail-makers.

Naturally much interest is being displayed in the project, so much so that the sale of this boat should soon be concluded. It is anticipated that a following hull will be commenced immediately after the finishing of this, the first boat. Costings to date are closely following the desired course thanks to the influence of some club members. Nevertheless an owner-builder should produce his own boat well within the £1,000 mark.

It is also felt that any boatyard should be able to deliver one of these yachts at an attractive price, and particularly if a would-be owner is prepared to undertake his own finishing, such as painting and rigging.

Plans are available from the Royal Cape Yacht Club for the cost of printing and the designer expects only the very moderate royalty of R20, for which the Club is responsible for collection. The pattern for the cast iron keel is the property of the R.C.Y.C. who will make a charge of R20 per casting to help offset its cost.

It is the intention of the building committee to formulate a rigid set of restrictions to control the class, which should enable people of modest means to compete favourably in racing, a most important aspect. At an opportune time, it is intended that a Class Owners' Association will be formed, which should then completely take over the governing of the class.

People requiring more information are invited to write to the Secretary, Royal Cape Yacht Club, P.O. Box 772, Cape Town, who will be able to give details including latest analyses of costs.

JERROLD SALAMON

LENGTH O.A. 9.05M 29'-8 5/16"  
" C.W.L. 7.80M 25'-11"  
BEAM MAX 2.18M 7'  
" CHINE 1.68M 5'-6"  
DRAFT 1.80M 5'-11"

MAINSAIL 17.8 M<sup>2</sup> 190 Sq Ft.  
GENOA 15.8 M<sup>2</sup> 170 . .  
JIB 10 M<sup>2</sup> 108 . .  
STORMJIB 4.5 M<sup>2</sup> 48 . .  
SPINNAKER 35 M<sup>2</sup> 375 . .

