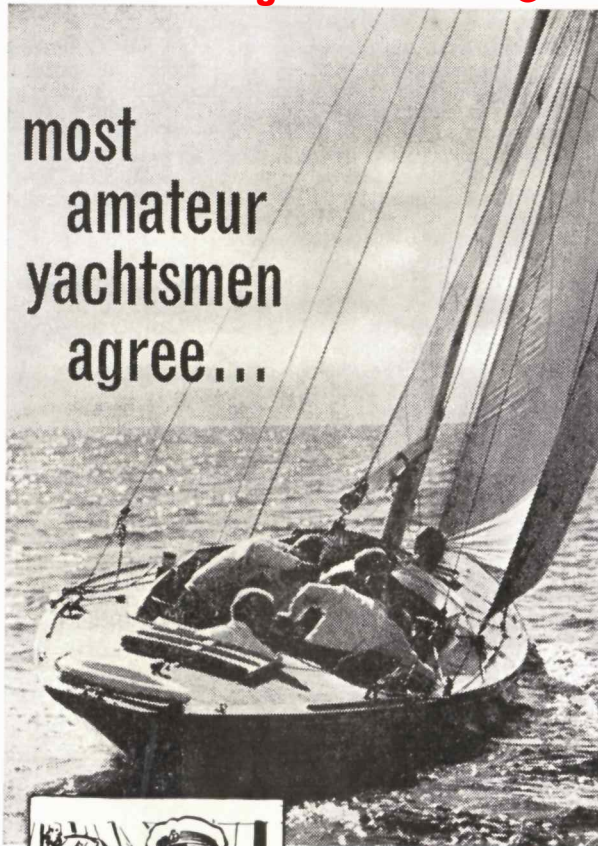


most
amateur
yachtsmen
agree...



There's nothing
to touch
'LITTLE SHIP
MARINE FINISHES'

A paint's got to be really good before you find it as universally accepted by yachtsmen as LITTLE SHIP MARINE FINISHES are. You'll find that most experienced yachtsmen have used them for years and have not found anything to touch them when it comes to a finish to stand up to the effects of the sea and sun. Quite obviously Buffalo's paint technologists set out to develop a range of marine finishes specifically for the small craft owner that would be superior in every way . . . and they succeeded.

"Little Ship"
Marine Finishes

BUFFALO PAINTS
LIMITED



BRITISH PAINTS
LIMITED

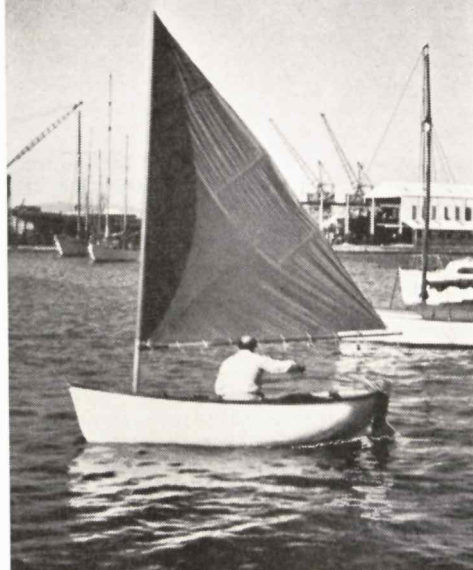
P.O. Box 2390,
DURBAN

P.O. Box 65,
Paarden Eiland,
CAPE TOWN

P.O. Box 295,
PORT ELIZABETH

1772

S
M
A
L
L
E
S
T



SEABOAT

WITH the advent of ultra-lightweight planing dinghies, big and small, it is an undoubted fact that a lot of the fun has gone out of messing about in small boats. Capsizes are now almost a probability in strong winds and sailing has become a strictly communal affair, with a solicitous rescue launch always in attendance.

You cannot row, scull, tow or swim off a modern dinghy—much less use it for crayfishing or as a seaworthy utility. Freeboard and transom height are too low for wandering around safely on the sea. Racing often resolves itself into a rapid and somewhat anxious scurry on the water, followed by a haul-out—and then for the tea-tables, the pub and gossip—too much like tennis afternoons for some temperaments.

That is why we designed the little 10-foot Loch Fyne dinghy—for solitary codgers, young and old, who like pottering about safely on their own.

More than 20 have been built, and are giving a lot of fun all over the country.

Over the past year we have been able to prove that this little craft is in fact the smallest effective sea boat we know of anywhere. Without any attempts at harum-scarum stunting, the prototype owned by the designer has been sailed more than once to Robben Island in quite breezy westerlies and sou-westerlies, across the seven miles of open sea from the Duncan Dock. She took in nothing more than a little spray and did the trip each way in 1½ hours to 1 hour 20 minutes. Carrying oars, a big bailer and 120 ft. of line and anchor, she was quite capable of looking after herself safely.

On Easter Saturday she did the 26 or 27 miles from Simons-town past Whittle Rock up towards Cape Hangklip, and then down to Gordon's Bay, in six hours without the need to bail once. Besides the designer, she carried John Goodwin, a Seagull outboard motor and ten litres of spare fuel, anchor and line and a couple of small bags for warm clothes and vittles. She took everything in her stride until we came under the mountain off the Steenbras River mouth, where the williwaws were so violent we were forced to get off the sail and bowled along for a mile or two under "bare poles". But by the time we were off the harbour entrance all 45 sq. ft. of sail was up again for the beat inside.

The idea was not a stunt but just to have a quiet sail, equipped to look after ourselves in anything like reasonable weather, calm or brisk.

Perhaps in our clubs who are keen about cruising and seamanship the juniors' contest might be made something more than scooting round in a miniature racing dinghy.

(Continued on page 53)

It's that pretty stern that does the trick out at sea—clean delivery of the water and no ugly "corners" for the crests to worry at. These three Loch Fyne dinghies were photographed at the Royal Cape Yacht Club.



SHOPPING and SNOOPING

(continued from page 50)

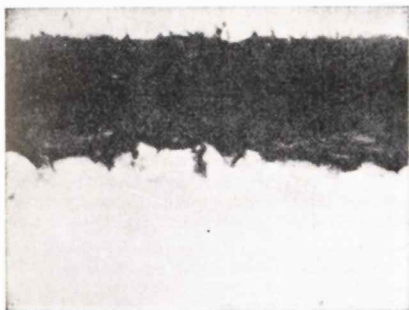


completely free of any contamination. Prices range from the stoneware or enamel type at R10.00 (£5) up to R30.00 (£15) for pressure type.

Inquiries can be made to B. Owen Jones Ltd. in association with MacDonald Adams & Co. at P.O. Box 86, Johannesburg.

To conquer rust

EVER since the Industrial Revolution, early in the past century, people who work with iron and steel have been looking for something to beat rust, almost as eagerly as the old alchemists tried to transmute dross metals to gold. Nothing has come anywhere near the mark. But now we hear about something which really does look promising—and it is almost a case of transmutation. Simply, they do not fight the rust but transform it chemically into one of the basic stable ores found in nature—magnetite.



One of the big points about the change that takes place with the Corroless chemical action is the way magnetite rust barrier becomes an intimate part of the steel. Here is the skin magnified 200 times, showing the surface paint coat on top of the protective layer which is absolutely integrated with the metal behind. The makers claim that top coats of paints can go directly on to the Corroless without the usual primer.

The idea is absolutely sound chemically and results are confirmed in a test report we have seen from the Department of Chemistry, University of Cape Town. Foreign governments, marine departments and railways have already laid down the treatment as standard procedure. We are interested because we still feel that amateur-built steel yachts could make deepsea cruising financially possible for more people, but many are scared off by needless fear of rust.

As against the high cost of zinc spraying the Corroless process is simply brushed on to the rusty surface—provided loose particles only are removed—and there is no costly and awkward sand-blasting. The two prime coats are no more expensive than good red lead or calcium plumbate.

The magnetite (Fe_3O_4) produced by Corroless is guaranteed to develop in the steel surface and strengthen with age, thus forming a strong barrier against the "sub-film corrosion" which always occurs because all paint films are pervious to water in varying degrees. In other words, the magnetite-surfaced steel is corrosion-resistant in its own right.

The main thing is we would like to draw attention to the system to all those many people who are busy on steel boats; we will give more details later when the process is firmly established on the South African market.

Trade inquiries may in the meanwhile be addressed to Corrosion Protection Products, P.O. Box 3331, Cape Town.

A good buy

ONE thing that appeals to us (provided there are no hidden snags) is a good "buy". One of the best buys in motors these days seem to us to be the rugged utility outboard now being offered by Haydn Jerram, popular powerboat figure in the Cape. His Puffin lightweight motor belongs to that breed that swings a big prop. at lower speeds, so that its capacity for heavy work is something phenomenal. But what strikes us is that you can get $2\frac{1}{2}$ hard-working horsepower for only £47 10s., and a lusty 5 h.p. for only £69 10s. For heavy boats and rough-water use they come in long-shaft models, as well.

Anyway, this whole problem of correct powering of small craft—heavy and slow or fast and light—is one where the tyro can easily go astray. Haydn Jerram, who is also commodore of the Cape Powerboat Club, is always ready to set folk on the right track at his Outboard Engine Company of S.A. (Pty.) Ltd., P.O. Box 3735, Cape Town. Telephone is 3-2021.

We have a particularly soft spot for him because he is one of those sensible pundits who have also made a point of stocking the

special bronze nails which are one of our hobby horses. He has converted a host of constructors from brass screws to really permanent fastenings.

Down with a bump

ONE of the worst snags about equipping a yacht in South Africa is the high cost of special gear, because it must be imported.

The loading is specially high, of course, on stuff that comes from the States. It is fine news to hear, then, that the famous Edson bilge pumps are going to be entirely made in South Africa soon—under licence—and prices will come down with a bump.

Although the quality is at least equal to the imported article, it is still available in anodised aluminium alloy or in bronze, and all the pumps are equipped with stainless steel bolts and nuts, quality AISI 316 (salt water resisting). All the valve rubbers and diaphragms are in oil-resistant neoprene synthetic rubber.

Congratulations to African Overseas Agencies of Port Elizabeth for their gumption in arranging South African manufacture and helping us all in our battle to keep the costs of boating down.

Fibre Finns

THERE has been a lot of excitement in the Finn sailing dinghy class recently with the advent of the first fibre-glass hulls from overseas. It is good to be able to announce that a Transvaal firm, the Seagull Caravan Company of Pietersburg, has gone into production with their own version—after testing a prototype for seven weeks and seeking every form of criticism from fans, and even going to the length of dropping the hull on to a concrete floor from a height of five feet, with no apparent damage.

Weight is near minimum, and so are prices. Only wood used is in transom and thwart and her built-in buoyancy tanks have been a great success. On righting after capsizes she spilled all the water except for about an inch.

Special attention has been paid to detail work and finish, as suggested by class experts who have vetted the boats.

"Safe" outboard

INTERESTING newcomer to the field of outboard motors is the 4 h.p. Garelli Hydro Jet. This little engine is claimed to be ideal for rivers and dams where weed quickly fouls a propeller. Children can use it with complete safety, as all dangerous parts are covered, and there is no risk to other users of the water, such as swimmers.

The engine uses an underwater jet stream for thrust to the motor. There is no gear shaft, but reversing can be accomplished by swivelling the powerhead 180 degrees. The power is supplied by a one-cylinder internal combustion engine of 1.56/64 in. bore and stroke. Fuel is carried in a three-quart tank, and this is said to provide two hours running at full throttle.

Price is £78, and enquiries can be made to Modern Appliances, Cor. Pritchard and Smal Sts., Johannesburg, Telephone 23-3737.

COCOS TREASURE (from page 45)

actually showed where the treasure was hidden and, in addition, itemized all its gold and silver bars, chalices, cups, jewellery, and jewelled crosses. According to his estimate, the hoard might well be worth more than R15,000,000. Others claim it's worth much more than that. One thing is certain, if such a treasure does exist and if it is the "loot of Lima", members of some lucky expedition are destined to become millionaires many times over.

Perhaps it's foolish, ridiculous to believe in such a legendary treasure. But scoff not, because for everyone who scoffs at the idea of a Cocos Island treasure, there is some adventurer who would go after it at the drop of a doubloon. All he would need is a well-found vessel and a spirited crew. It is safe to predict, therefore, that until Cocos Island is pitted from end to end, its hills blasted, its jungles flattened, the "loot of Lima" will lure treasure hunters to that lonely rainbow's end in Western Pacific's doldrums. ■■

Smallest Seaboat (from page 48)

Perhaps they could better include as well, rowing, sculling, sailing, righting a capsized boat and even laying out a kedge anchor and heavy warp (from jetty or boat) in a safe and seamanlike manner.

Having designed the thing, *Yachting News* has no pecuniary stake in the 3-in-1 Loch Fyne dinghy. They can be bought through Frank Robb the yacht broker, and most of them so far have been built by Mike Kuttel at the Royal Cape Yacht Club. ■■