



LEFT: *Stormvogel*'s principals, left to right: 'Ray' Hartman, who built the ship; Mrs. Bruynzeel who launched her; Mr. C. Bruynzeel, the owner; Jennifer and Gordon Webb, the ketch's skipper.

BELOW: The launching was done in Dutch with a flagon of seawater—from the "Three Oceans", by Mrs. Bruynzeel, after she recited in English the so-appropriate verses from the Presbyterian Hymn for Seafarers, published below.

Photos: Cape Argus

STORMVOGEL

Launched . . . and on Passage to Amsterdam

NOW that the ocean-racing ketch *Stormvogel* is safely away on her long passage to Amsterdam from Table Bay, yachtsmen south of the Line can thank her owner, Kees Bruynzeel, and her builder, Ray Hartman, for setting an important precedent in South Africa. They have proved that this country can successfully tackle one of the most specialized jobs in the world—building and equipping an international-class ocean racing yacht.

What they have done, through enthusiasm and self-confidence, others can emulate.

How successfully the ship can cope with the hundred-and-one imponderables that will influence her ambitious racing career, against the world's best boats and skippers, remains to be proved. We are certain she will acquit herself with credit; but she has already shown to all at home that they can tackle with confidence a creative job that has daunted too many in the past.

Of course, a great deal of the specialized equipment was imported, but whatever was made here equalled in quality and finish what came from overseas. One of many examples was the host of stainless steel fittings, from deck eyebolts, to pulpits and boom gadgets which were turned out to high standards by Tom Hearn of Cape Town.

It was a great race against time to finish the multitudinous details of fitting out a new and revolutionary racing machine and to get started on the 6,000-mile preliminary voyage that had to be done. *Stormvogel* simply had to get to sea by the beginning of May to reach Amsterdam and Cowes in time for the summer racing circuit.

It was managed only by day-and-night work after the launching. Work went ahead even during trial sails; and the last two workmen left the ship, by the *Yachting News* launch out in Table Bay, after the voyage to Europe had actually started!

Everyone admired the unflustered determination with which the owner carried it all through to a successful conclusion.

As most of us know, the basic idea was to build the fastest ocean racer possible under the rules, even if the handicap rating suffered, and to race the ship every year for the sheer pleasure of competitive fast sailing. In between, there will be long passage-making cruises. Although *Stormvogel* is registered in Amsterdam, Cape Town will be the port to which she will return every year to recruit a new crew.

The ship can sleep up to 18 in comfort for cruising and, by spreading part of the cost over a large crew, many young South Africans will be given a chance to take part in real cruising and "needle" ocean racing, which they could never hope to afford otherwise, in company with acknowledged masters in the art of sailing small ships far and fast on the deep sea.

The permanent ship's master will be Gordon Webb, who was a merchant ship officer in the Safmarine fleet as well as cruising skipper, and she will be raced by Mr. Bruynzeel, the only man who has entered four times in the world's toughest Ocean race, the 600-mile Fastnet Rock, and secured a placing on each occasion. Also permanently on board will be Jennifer, Gordon's wife, who helped him sail out the 12-ton *Jenny Wren* from England three years ago.

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HYMN FOR SAILORS (Read at *Stormvogel*'s launching)

*O Lord, be with us when we sail
Upon the lonely deep,
Our Guard when on the silent deck
The midnight watch we keep.*

*We need not fear, though all around,
'Mid rising winds, we hear
The multitude of waters surge;
For Thou, O God, art near.*

*The calm, the breeze, the gale, the storm,
That pass from land to land,
All, all are Thine—are held within
The hollow of Thy hand.*

*So when the fiercer storms arise,
From man's unbridled will,
Be, Thou, Lord, present in our hearts,
To whisper, 'Peace, be still!'*

STORMVOGEL

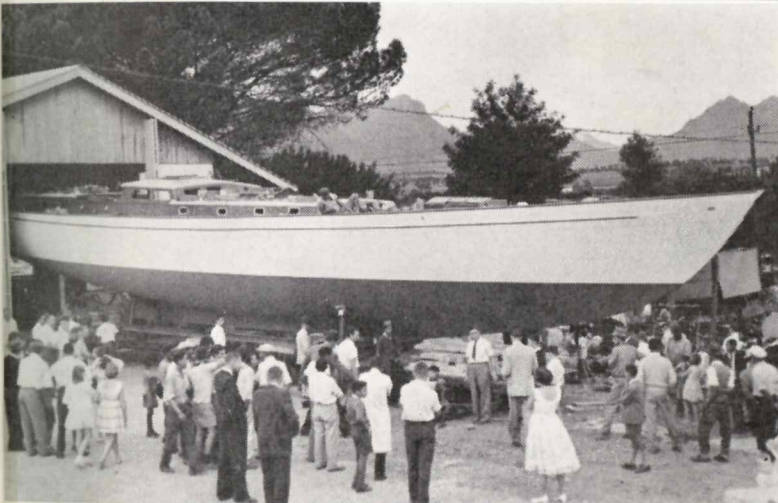


RIGHT: Stephen Flesch, bosun, takes a shore bearing from the Kelvin-White Constellation compass under the eye of cruising skipper Gordon Webb.
Photo: Brian Lello

MIDDLE: Mike Trimming works with a will at one of Stormvogel's magnificent sheet winches, hardening in the big overlapping staysail, typical feature of the Illingworth sail plan. Stephen and Michael are both ex-Saldanha Naval Gymnasium boys.

BELOW RIGHT: Dr. Norman Clausen casts off the sail tiers as the big mainsail goes up.

BELOW: Stormvogel shows her shapely stern during one of the trial spins, when some of the folk who helped build the ship went sailing. Waterline length runs right out to the transom.
Photo: David Baker



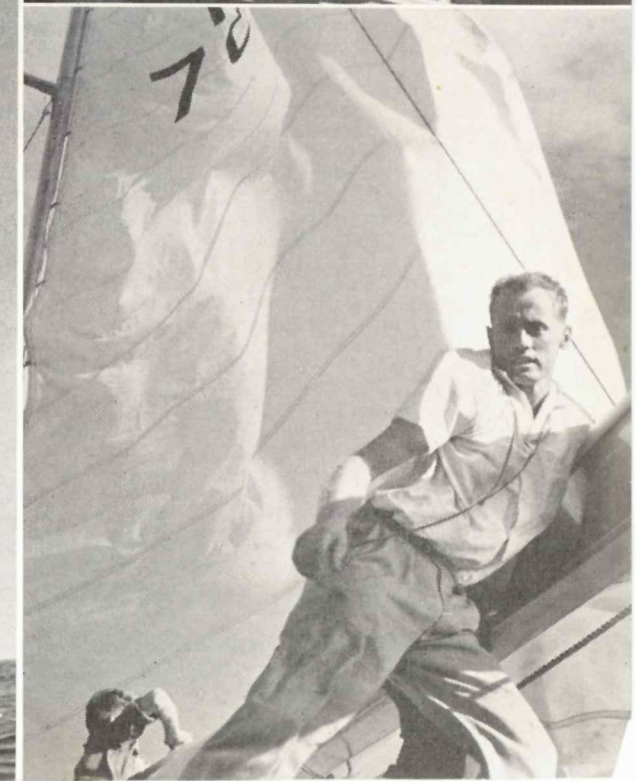
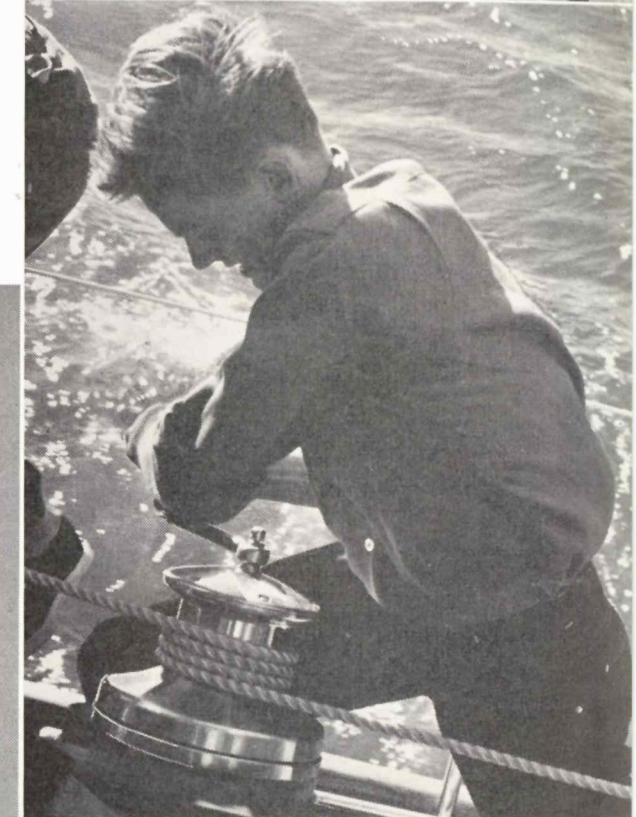
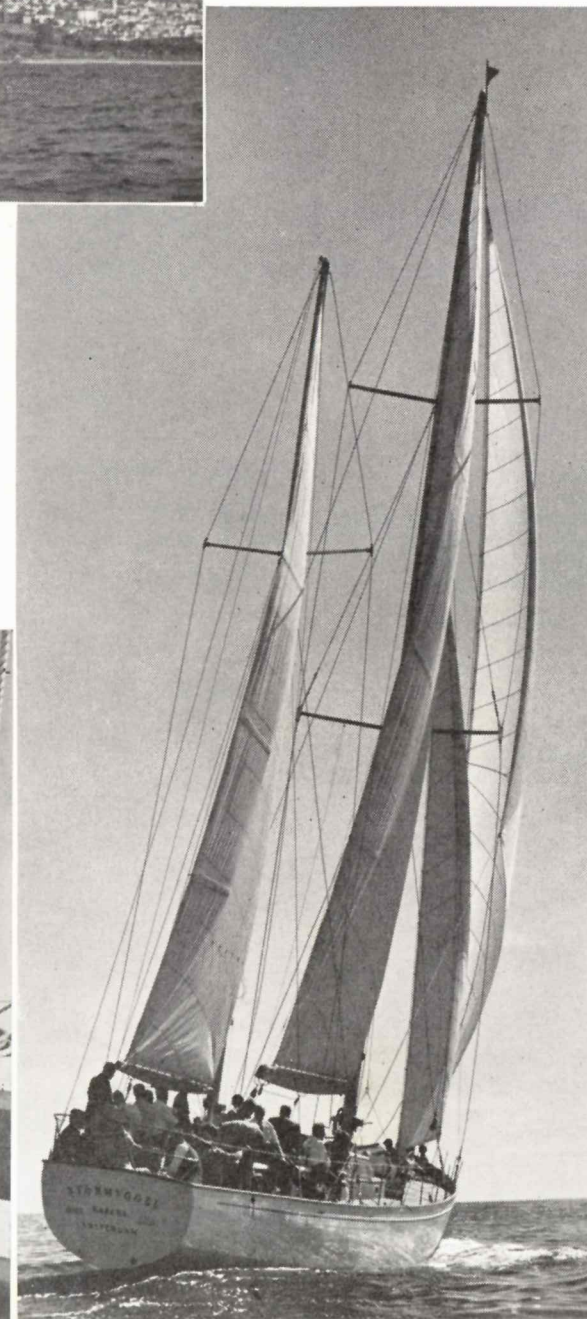
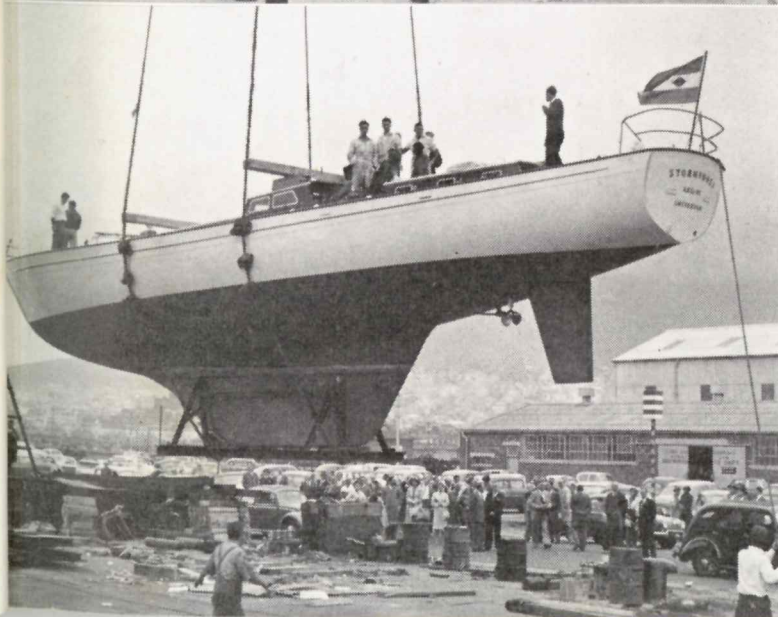
AFTER two hectic weeks of fitting out frenzy, Stormvogel sets out from Table Bay for Amsterdam and a career of continual ocean voyaging and racing. First stop was to be St. Helena, 1,700 miles away, then Ascension, the Azores and the English Channel. Just astern is Gerhard Köper's little Sprog which sailed out to wish the South African crew God-speed.
Photo: Brian Lello

LEFT: The ship makes an imposing picture as she emerges, like a chrysalis, from the big shed at Stellenbosch where she was built in 10 months.
Photo: Cape Times

BELOW: The big hull was taken on a double trailer to the Duncan Dock where the ballast keel was bolted on. Apart from the lead, the keel contains big water and fuel tanks. It was bedded in neoprene and the joint further sealed with epoxy resin.
Photo: David Baker

BELOW LEFT: The launching was done with great delicacy by the huge graving dock crane. Picture clearly shows the light-displacement hull with its sleek run, separate rudder and automatic feathering propellor.
Photo: Cape Argus

BELOW RIGHT: The owner and racing skipper, Mr. C. Bruynzeel who will enter the ship for his fifth crack at the Fastnet Rock ocean race this summer. Notice the beautiful Mathway steering wheel and pedestal.
Photo: Brian Lello



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And on this voyage, of course, they have taken along their seven-month-old baby daughter.

The boat, as finally designed, weighs only 31 tons, instead of about 45 tons as a conventional Class A ocean racer.

She has the very long waterline length of 63 feet, which makes her theoretical maximum speed as a displacement yacht about 12 knots; but the hopes are that, under racing conditions, she may tend to plane and exceed this, when hard driven on the reach—if only when surfing on the face of the long swells.

Unfortunately there were no hard winds during her brief trial sails before leaving the Cape. On a trip to Saldanha Bay she did eight knots, leaving virtually no disturbance of the water, and not a sign of the quarter-wave that heavy hulls start pulling up as soon as they get moving. In a brief, stiffish southeaster, going to windward, she clocked 8½ knots on her two speedometers.

But the fact remains that none of us left behind and who sailed on her trials have had the pleasure of seeing what she could do when really driven hard. Her best speed may not be revealed, at this time of the year, till she gets to the harder north Atlantic winds round the Azores and beyond.

Here is the ship's complement, when she left Cape Town: Mr. Bruynzeel, owner and racing skipper; Mr. G. Webb, from Cape Town, permanent and cruising skipper; Mrs. J. Webb, from Cape Town, 1st Cook; Mrs. N. Bowen, from Johannesburg, 2nd Cook. Crew: Dr. Norman Clausen, from Cape Town; Mr. Dobbin, from Camps Bay; Mr. M.E. Puttergill, from Mufulira, Northern Rhodesia; Mr. Michael Trimming, from Johannesburg; Mr. Stephen Flesch, from Cape Town; Mr. Tony Ribbink, from Cape Town; Mr. M. L. Kirby, Krugersdorp; Mr. Hans Beele, from Cape Town; Miss Patricia Slight, from Johannesburg; Miss Elizabeth Kirby, from Durban; Miss Linda Webb (aged 7 months 3 weeks.)

Among the most cunning items of equipment is a special course rectifier which will thwart casual helmsman (at the beginning of cruises) and will help even the most experienced while racing. This is a type of small wind-vane that can be mounted in the bows and set for any course. If the man at the wheel wanders to port or starboard of the course, a small red or green indicator light reminds him of his defection.

Stormvogel, among a host of other fine pieces of equipment, has a good version of direct-registering echo-sounder, which gives a dial reading with a needle and can be switched from fathoms to feet when it comes to tricky navigation right inshore, working tides and stray slants of wind. On the first trial coastal passage in the dark up to Saldanha Bay it made navigation, in spite of the well-known inseting current on this shore, a piece of pie.

Naturally, there is also radio direction finding.

On this trial spin there were 26 people on board and the galley and saloon arrangements were a marvel of comfort and convenience, after the cramped quarters one finds, perforce, on most small cruisers. We seated 10 and 12 simultaneously to meals, with two busy bees in the galley nook alongside.

At times there were up to half a dozen waiting to go to table lounging along the starboard settee, chatting with the diners and the cooks—so that a sociable gathering of 20 were in the saloon at one time, all at their ease and still leaving a throughway.

The two deep sinks are emptied with two small diaphragm pumps, so washing up went ahead smoothly. It was interesting to see that the Edson bilge pump had been given a portable mounting and was being called on to do quite a couple of useful routine jobs such as washing down decks and other homely chores, while it could be mounted at will for the serious work of pumping dry the ship should that ever be necessary. Needless to say, *Stormvogel*—with her glued laminated hull structure sheathed afterwards in glassfibre and epoxy resin—did not leak a drop.

Another pleasure rare in this part of the world was uncrating the splendid wardrobe of Ratsey terylene sails—eighteen beauties of surpassing workmanship, plus niceties like a spare roll of material for repairs to each sail; correct thread for same; CCA and RORC battens; special soft battens for the leeches of some of the jibs; special non-jamming non-chafing light-alloy sail slides; and evidence all over of thoughtful handwork. The big mainsail, in fact, was handsewn—unusual with synthetic fabrics.

At the other end of the scale, it is more than pleasing to find how unobtrusive the 40 h.p. Perkins diesel was under power. The engine room is well lagged against sound and a specially-careful job has been done with the mountings. Although of moderate power (in the interests of lightweight and long range) the 40 horsepower pushed the big hull at seven knots in smooth water. It was plain that it can be used for prolonged cruising without wear and tear on the nerves of the crew. ■■

* At the time of going to press, news had reached Cape Town by cable that despite light winds, *Stormvogel* took about 10½ days for the 1,700 mile passage to St Helena believed to be the fastest time ever recorded by a yacht.

RIGHT: Magnificent winches make work easy and efficient everywhere on *Stormvogel*. Here are some of those on the aluminium alloy mast.

BELOW: The departure into the later afternoon sun. *Stormvogel* sets her north-westerly course for St. Helena, beginning the first of many ocean passages in what promises to be an adventurous life.

Photo: Brian Lello

