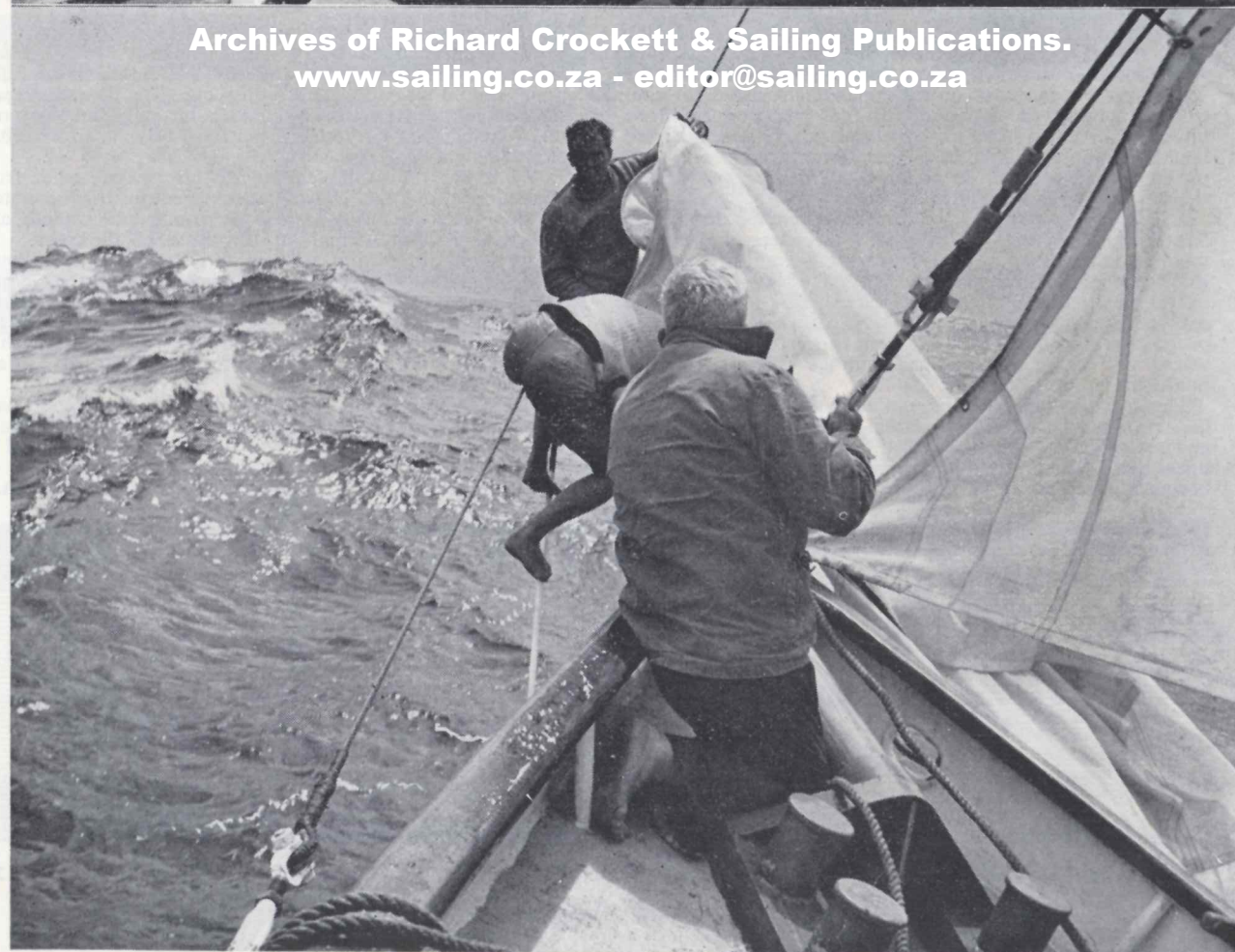


After months of toil, Arthur Holgate contentedly keeps watch at the wheel of his 60-ft. topsail schooner *Titch* among the big swells south of the "Cape of Storms".



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Bending on the Yankee jib. Neil Guy at the bowsprit end, Ken French's transom and Jacko Jackson before the bitts. Terylene sails are by Lucas.



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WHEN Jim Crawford's topsail schooner *Dirigo II* passed through Cape Town, Arthur Holgate, one of the Royal Cape Yacht Club's most ardent offshore men, lost his heart to the man-sized 60-ft. world-girdler. Although short of the large sum of money needed for a ship of this calibre, he determined to own something similar himself. The only answer was home-building, and to use a simple method of welded steel construction.

Most vital commodity, of course, was gumption—and this he had in plenty. The editor of *S.A. Yachting* supplied him with scantlings, according to the Murray Watts system, and it was even decided to use lower masts of large-diameter, standard steel tubing. Apart from the uncountable number of man-hours put in by Holgate and his loyal band of helpers, the eventual cost was a fraction of what the work would have amounted to in a shipyard, although the canny owner is not letting on just how economical the whole project turned out to be. But it shows convincingly what can be done by amateurs in welded steel.

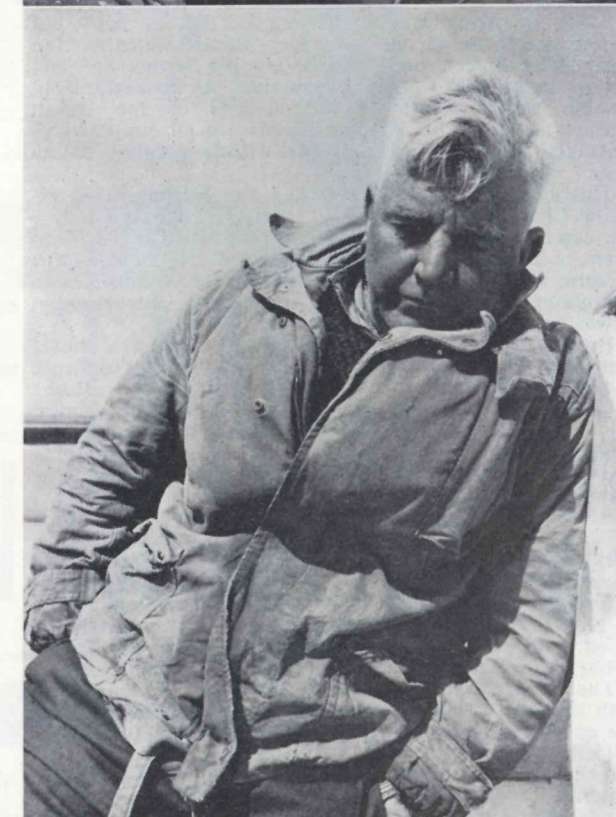
The finished cruiser is the most handsome addition to the R.C.Y.C. fleet for a long time and does magnificent credit to all concerned. It should be a source of inspiration to all those who dream, one day, of building a boat of their own. These splendid pictures by David Baker were taken when *Titch* proved herself in no uncertain manner in a good old-fashioned north westerly gale off Cape Point recently. Holgate and Co. are not talking before the event, but this schooner is not intended for week-end woffling. She will have an active career.

We hope Jim Crawford will be pleased, too, to see the seed sown during his visit flowering so vigorously.

BELOW: The big lift by the 50-ton floating crane went without a hitch.

BOTTOM: To transport a steel ship you merely weld on a set of bogies and swivel hitching point to the stem bar—result road-worthy articulation! Everything is cut adrift at the docks, a spot of buffing and a lick of paint and the good ship is ready for the water.

Photos: David Baker



TOP: Stepping the masts and rigging took less than two hours, to conclude a split-ass piece of launching organization.

ABOVE: Jacko snoozes in the warm sun against the deckhouse after a night of wintry squalls.

SOUTH AFRICAN YACHTING: November/December, 1962