

handsome 50-footer IN STEEL



THE SAILPLAN reveals a close-winded ketch rig, well split up into easily handled units. In appearance it sets off the hull to great advantage.

THE HULL, opposite, shows the raised, flush foredeck and shapely deckhouse, with a firm bilge turning just below the waterline. Reminds us a lot of Payne's famous steel Tasman Sea ocean racer Solo.

FROM time to time we have mentioned how cruising yachtsmen in South Africa have been tending to cut down the size of their craft, so it is pleasant to be able to publish something about a fine wholesome steel cruiser just on 50 ft. overall which has been built by E. S. Barends for a Durban man, Des Dinnigan.

She will make a welcome reinforcement in the bigger class to our offshore fleet, and is doubly interesting because she is from the board of Alan Payne, the Australian naval architect whose America's Cup challenger *Gretel* put to shame Britain's two post-war attempts at the Cup.

Steel construction has a lot to commend it in bigger yachts, especially now that we have such highly-effective protective coatings as the zinc-rich epoxy, epoxy-coaltar system which Buffalo Paints first developed for the South African Navy's ships. Applied on a properly sand-blasted surface, these coatings should make steel craft no more trouble to keep up "yacht-style" than their wooden counterparts.

Expert constructors such as E. S. Barends can, of course, turn out very successful smaller craft in light-gauge steel plating, but the job is much easier for the not-so-skilled when the plating is at least 3/16 in. thick. For the amateur this means a ship not less than 35 ft. on the waterline—or something about the size of the cruiser under discussion.

For the record we would like to mention that the 35-ft. waterline steel cruiser, designed by S.A. Yachting for amateur construction, now has six units under construction

in Southern Africa, also exemplifying this welcome trend back to man-sized ships. Two other owners are thinking of building to the local design.

The Payne design is going to establish it even more firmly, because Des Dinnigan told Bianca Lavies, our correspondent in Durban, that he intends building at least another five of these hulls for sale. He talks of an American customer for one hull, but most of them are likely to stay in our waters.

Alan Payne and Mr. Dinnigan corresponded for more than two years, discussing lines and alterations, and Alan Payne then gave him sole rights for this design in South Africa.

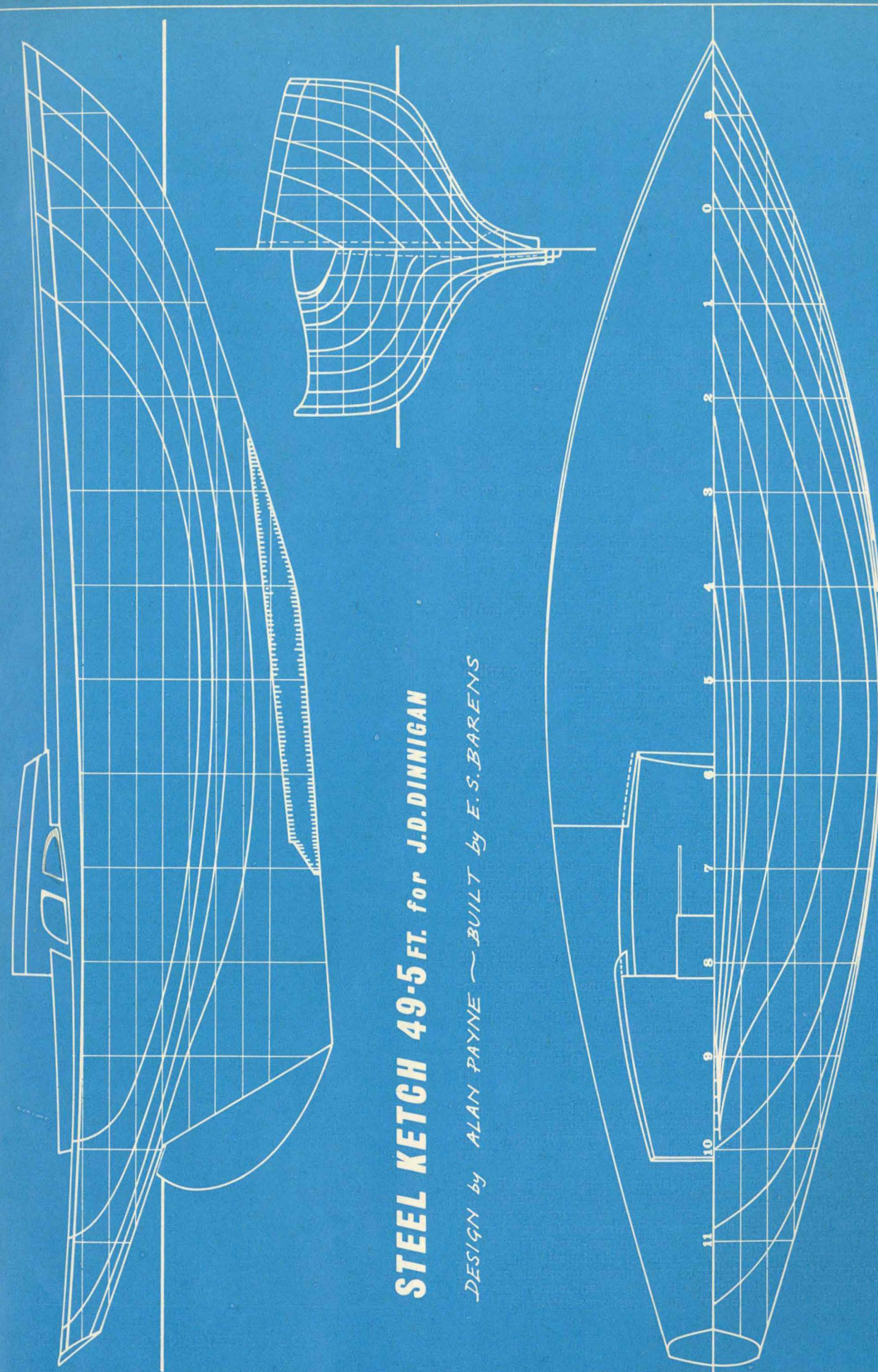
Mr. Dinnigan, who completed the interior layout of the craft, said that he imports all his own fittings, mostly from England, but some from other countries. The toilets came from America, the light fittings from Holland and the rigging screws from Sweden.

The all-steel ketch, built in the yards of E. S. Barends and Co. at the bay head, has a 12-ft. 7-in. beam, aluminium alloy spars and stainless steel rigging.

She has a lead keel, teak deck and aluminium alloy superstructure.

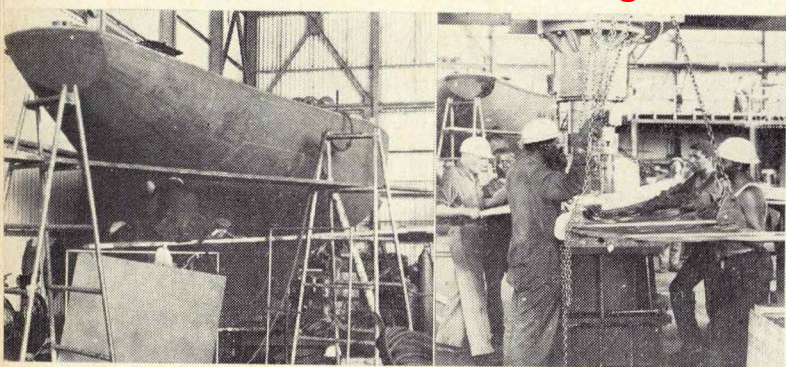
She will have eight bunks. The fore cabin, with two bunks, will have a private shower and toilet and there will be another toilet and wash-basin farther aft.

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STEEL KETCH 49-5 FT. for J.D. DINNIGAN

DESIGN by ALAN PAYNE ~ BUILT by E.S. BARENS



The first Alan Payne yacht to be built in the yard of E.S. Barends is shown on the left just as the plating was nearing its end and, on the right, the hydraulic press is "stretching" the subtle curve into one of the flat sheets.

Man-sized Steel Cruisers

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In the main saloon will be two settee-bunks, with below one of them a 12 cu. ft. deep-freeze, of which the compressor will be under the wardrobe in the passage so that the warm air will keep the clothes dry. A 2½ cu. ft. fridge will be installed in the galley.

The craft will carry a 65-h.p. Caterpillar D30 engine with Capitol hydraulic gearbox, and has 300 gallons of fuel in four tanks and 200 gallons of fresh water.

On board will be a Siemens radio telephone, a depth finder and a direction finder.

The two aluminium alloy masts were made by Sparlight in England, the same firm that made the masts for *Sceptre*. The blocks were made by Lewmar Marine.

The lines, supplied to us by E. S. Barends, show a moderately-heavy, easily-driven hull of 14½ tons displacement which looks as sleek as she is likely to perform. For our part we would like to have seen a bit more draught—about 7 ft., instead of 6 ft. 4 in. The shape of that rudder, too, is somewhat "old-fashioned". To-day we know that keels must not be merely a merging and extension of the hull shape, but an emphatically delineated hydrofoil with a rudder which is as much part of the concept as an aileron is of the aircraft wing. This means that as much of the keel as possible should be vertical and parallel when viewed in section, and the rudder (if not a strictly-logical parallelogram in shape) should have its greatest width low down where there is laminar flow, and not up near the counter where the water is turbulent and aerated.

However, this handsome ship will perform well, make no mistake about it. The bulge in the innermost buttock line shows only because it is drawn so close to the midship line. The most revealing buttock in a set of lines is the one commonly called the "quarter-beam buttock"—that is, one drawn at half the width of half the beam. In this region the Alan Payne ship shows a fine clean run.

We welcome this resurgence in larger craft, and it is fine to see the new vitality it represents in Durban off-shore consciousness. ■■

ON THE RIGHT: Three of the six SA Yachting-designed 16½-tonners that are now under construction in Southern Africa. The top one is for the F.D. and Finn exponent and former Olympic sailing captain, Hellmut Stauch. The painting is at the coaltar-epoxy stage in the Buffalo rust-proof system.

The middle ship shows Haydn Jerram, of the Outboard Engine Company, standing next to his version at Hout Bay and chatting to Jan Lello who has just returned from four years of racing and cruising in some of the top boats of America. Haydn has taken the big plunge straight from hydroplanes to a man-sized sailing cruiser. The bottom pictures show what a smooth job of plating the Eshowe Syndicate of young amateurs are managing in the northern suburbs of Johannesburg. Their version is to have a handsome raised-stern cabin and a "Conor O'Brien" vanged-wishbone ketch rig.

