



The ship is named after a winsome lass called Lorraine van Vuren, and here skipper-owner Arthur Holgate "anchors" the sponsor as she sends the champagne bottle on its way.

NEW STEEL SCHOONER LORRAINE

TO many yachtsmen and professional seamen all round the world there still remains nothing more satisfying afloat than a large gaff-rigged schooner rigged with lofty topmasts and setting tops'ls. Arthur Holgate of the Royal Cape Yacht Club is one of these folk—but the difference is that instead of day-dreaming he has just finished his second large schooner in less than five years. *Lorraine* is her name and charming seafaring hearts is her game. . . .

The ship is shown here the day after launching when her sails were being tried for fit for the first time and the hull

This leeward shot of the long, powerful hull shows how successfully Arthur Holgate carried into practice his conception of how a schooner hull should look.



Sweating up the housing topmasts are Jacko Jackson —background—, Mike Goosen and —foreground— Captain Phil Nankin, of the new Granger Bay Nautical Academy.

tested for balance and all the other imponderables that reveal themselves only when finally afloat.

In South Africa at least—with our rather meagre stocks of heavy and long constructional timber—for an amateur even to contemplate such a ship would have been impossible without the virtues of welded steel construction. And, as the pictures show, the resulting finish is entirely acceptable by "yachty" standards.

As mentioned elsewhere in this issue, the ship is also more than adequately engined and has a splendid Hundstedt feathering propeller, 7 kW. of electric power, deep-freezes and magnificently roomy accommodation. There is a raised centre cockpit and foredeck big enough to take a 20-ft. longboat, if the skipper should desire to come ashore in spanking "captain's gig" style. ■■

Photos: David Baker

Footing it lightly out into Table Bay, Lorraine shows off her Terylene finery against Francis Drake's "Fairest Cape."

