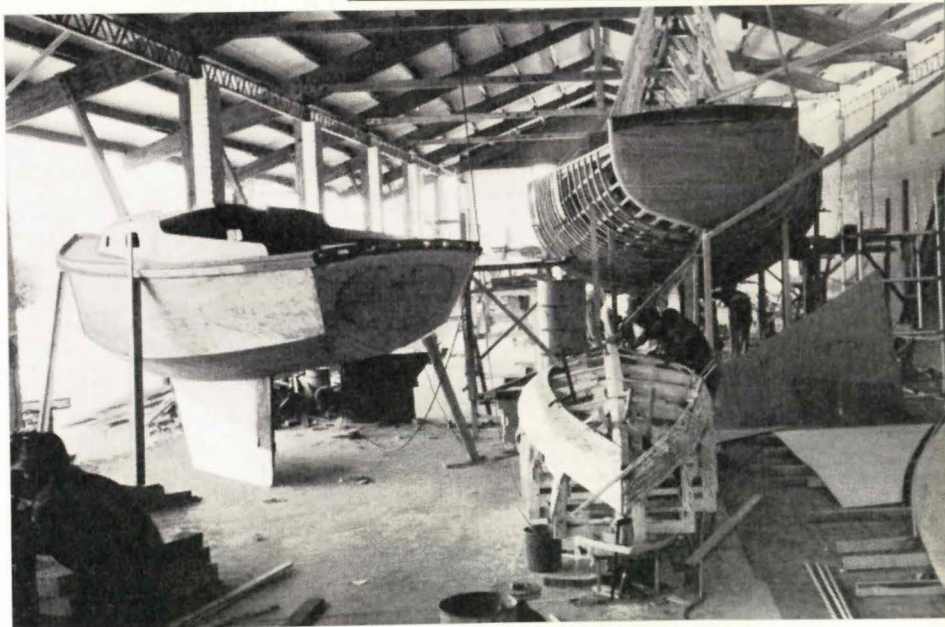


THOUSANDS of South African yachtsmen are familiar with glued laminated strip hulls, in their Finns, F.D.S., Spearheads and a host of other small craft, but nothing has been attempted so far on the scale of the 70-odd foot of laminated hull that is well under way at the Lamtico construction plant in Stellenbosch, Cape. Where the amateur buys his urea glue perhaps in the 10 lb. batch, this firm orders resorcinol by the ton!



Top Left: Ray Hartman, who is in charge of South Africa's most modern laminated plant, shows (many weeks ago) the big mahogany log that was cut and seasoned on the site for the four skins, glued and nailed together with bronze Holdfast nails, that make the planking of *Stormvogel*.

Top: The huge expanse of deck is made of two skins of the special Australian Resoply that comes in 50 ft. sheets, with a core of polystyrene foam, all glued into an immensely strong structural panel.

Above: Three boats, all glued together. *Stormvogel*, *Plymyt* (left) and in the foreground one of the *Yachting News* seaworthy 19 ft. 6 in. canoe sterned *Moby Dick* dinghies, where strip planking and resorcinol glue provide an immensely strong hull shell without the need for steamed timbers. After curing the whole boat is pressure-impregnated with PCP in Lamtico's giant autoclave.

Left: Powerful bow of the ocean racer *Stormvogel* takes shape as the second skin is glued. Lamination are  $\frac{3}{8}$  in. two of  $\frac{3}{16}$  in., and then  $\frac{3}{8}$  in., backed by white oak steamed timbers and longitudinal stringers.

SOUTH AFRICAN YACHTING: November/December, 1960