

## History

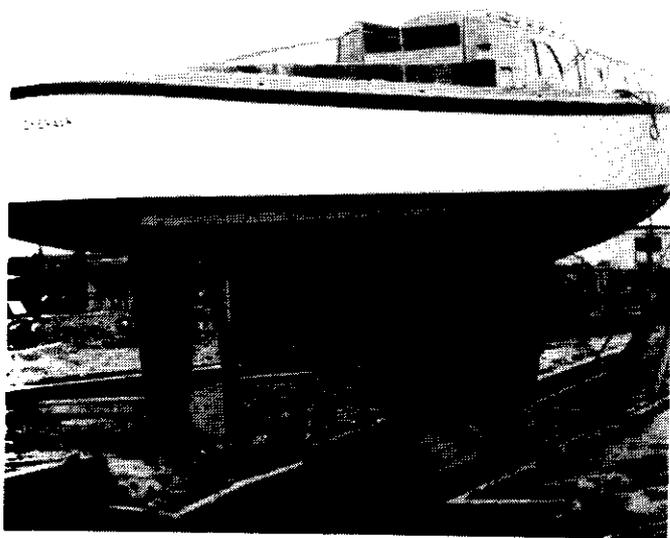
In 1933 a young man, named Ricus van de Stadt, started a small boatyard in Zaandam, near Amsterdam, Holland. He was an enthusiastic yachtsman, a regular winner in dinghy racing, and a devoted boatbuilder with a strong feeling that the yachts of those days could be improved. In 1938, he designed an advanced, glued plywood, open dayboat for the Dutch Bruynzeel Marine Plywood Comp. The boat was a success and was soon adopted as a national one-design class.

During the dark years of '40-'45, Van de Stadt spent a lot of time on design technology and research into rudder and keel sections. This gave him a strong belief in the effectiveness of short fin-keels and free-hanging, balanced rudders. Soon after the war was over, he designed and built the first light-displacement yachts with short, deep fin-keels and spade-rudders. The modern type of yacht, now so common, but so unusual in those days, that it would take other designers another 20 years before they recognised the qualities of this conception.

This design approach was much more scientific than that of other designers in those days. This allowed him to try out unusual designs, without risking serious failure. This in contrast to many designers who stuck to approved types of yachts.

In search of fast light-weight boats, many of his yachts, in those days, were resin glued plywood structures. Though often somewhat unusual types, they were nearly always fast and sailed well. The Zeevalk made international fame, in 1952, by winning the Fastnet Race in its class.

It soon became clear to him that these glued Plywood structures were ideal for the amateur boatbuilder. He started his amateur-plan division in 1952, selling plans especially drawn for the amateur, showing simplified construction details, which nearly everyone could apply with success.



1949 12 m (40 ft) ZEEVALK. The first plywood ocean racer with fin-keel and free placed rudderblade. The resin-glued plywood structure forced Van de Stadt to design many new construction details. Though she was very fast, Van de Stadt met much criticism with these yachts in his days, his concept of light boats with small finkeels and free rudderblades, however, has been followed later all over the world.

Although a wooden-boat builder himself, Van de Stadt always kept a watchful eye on other materials and building methods. He also designed successful steel yachts with fin-keels.

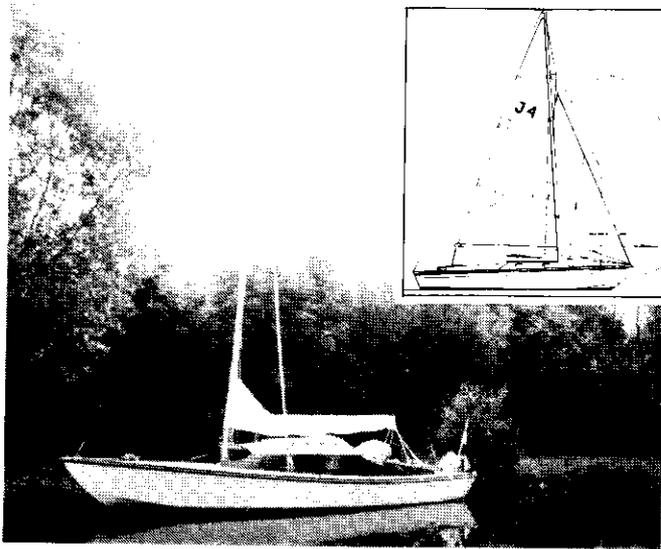
When, in 1955 glass-fibre reinforced polyester entered the scene in Europe, Van de Stadt immediately decided to try his hand at this new material. The first bigger boat, he designed and built, was the 9 m. (30 ft.) overall, fast cabin sloop - Pionier - .

Another typical example of Van de Stadt's advanced design ideas was the large 70 ft Stormvogel. A real giant, in the time she was drawn. Her owner wanted a yacht which could cross every finishing line first, but at the same time, be a safe world-cruiser. No other designers would risk their good names on such a dubious project, but Van de Stadt accepted and won.

After all, it was the great success of his polyester Pioniers that gave Van de Stadt his international fame as a designer. From that moment on, designs for polyester yachts were ordered by yachtbuilders the world over. It is impossible to mention the names of all the boatbuilders who have built yachts to his design, or are still building them.

It goes without saying that Van de Stadt could never have done this design work alone, while running a boatyard and sailing races at the same time. Over the years, a team of young designers was formed. Young men, some of them racing skippers, other experienced boatbuilders and cruising specialists.

In 1973 the boatyard was sold, but the design division continued as the newly founded design group E. G. Van de Stadt & Partners bv. Van de Stadt himself retired in 1978.



1952 6.80 m (22 ft) JUNO. Van de Stadt's first build-her-yourself yacht. A smaller derivation of the plywood Zeevalk structure. From 1952, simplified building structures has been a specialism of Van de Stadt Design. Hundreds of stockplan designs have been made since.