STANDARD SPECIFICATION

HULL/DECK UNIT

The hull is a one piece GRP moulding of exceptional strength for the size of craft. Only Lloyds approved materials are used. Below the Bootop line two unpigmented gel coats of isophthalic polyester resin are applied to minimise risk of 'Osmosis'. Two further pigmented gelcoats as above are applied overall, the standard colour of which is Snow Cream. The weight of glass fibre used in the basic construction ranges from 9.6 oz/sq.ft. in the topsides increasing to 25 oz/sq.ft. at the keel. Over almost the entire hull two layers of woven glass fibre rovings totalling 5.4 oz/sq.ft. are included in the construction giving immense strength with minimum weight. The GRP keel is further massively reinforced by the lower part of the accommodation moulding which forms the top skin of a sandwich; the filling consisting of a resin/glass mix, and in this area the keel is upwards of 2" thick.

To concentrate the ballast keel weight as low as possible the GRP keel is carried 24 in. below the waterline, at which point the ballast keel is secured. The resulting bilge provides considerable stowage space. The GRP accommodation moulding extends to the bow and almost to the stern to add further strength and rigidity.

The construction of the deck moulding is basically the same as the hull except that the main area of the horizontal surfaces are of end grain balsa sandwich construction to increase rigidity and strength and to reduce condensation. Anti-slip surfaces are moulded into the deck and cockpit surfaces. GRP hatch covers are moulded for the cockpit lockers. The mainhatch slides into a storm cover.

Two pigmented gelcoats of isophthalic polyester resin are applied and the lay-up resin is unfilled and unpigmented to ensure thorough impregnation of the glass fibres.

Standard deck colour is Snow Cream with a coloured band above the gunwale rubber.

After bedding onto an adhesive base, the deck is screwed and riveted to the hull then the two units are joined internally with fibre-glass.

BALLAST KEEL (Single fin) 3'9" draft and 4'6" draft

The hydrofoil cast iron keel carries much of its weight of 1400 lbs. in a bulb section at its base. It is secured to the hull by four 1 in. diameter studs, two of which pass through a wide ¼ in. steel plate.

BALLAST KEEL (Triple fin) 3'0" draft

The Ballast central fin is of a special bulbous shape that blends into an end plate to give increased efficiency and weighs 1400 lbs. It has a longer base to allow the yacht to take to the ground safely. The two side fins are angled outwards such that the leeward keel gains maximum efficiency when the yacht is heeled to approximately 17 degrees: these bilge keels are of hydrofoil section and make a most valuable contribution to the remarkable windward ability of these craft. The bilge keels also have steel end plates to improve efficiency and protect the keels against damage. As with the Fin Keel Achilles the 1 in. bolts pass through a ¼ in. thick steel plate.

RUDDER, SKEG AND TILLER

Both rudder and skeg are glass fibre mouldings. The rudder is solid with a balsa core while the skeg fairing is carried by a rectangular steel tube to give massive support to the skeg. The rudder post is of stainless steel locked internally to the rudder moulding by welded-on lugs. The tiller is fitted to a heavy duty tiller head that is secured to the rudder post.

ACCOMMODATION

Four berths provide two 6 ft. 6 in. quarter berths in the main cabin, and Vee berths with an infill cushion to convert to a double berth in the forecabin. The galley, with double burner stove and grill, lies between the quarter berths and the main bulkhead. Water is pumped to the galley from a flexible water tank in the forward cabin by galley pump. Stowage is provided beneath both galley units. Chart table and dining-table are standard. All timber in the interior is sapele veneered and the cabins are fully lined. The deck head is lined with a most attractive veneered ply. The cushions are of 4 in. interior filling covered in a choice of materials. A concealed chemical toilet is fitted in the forecabin. Stowage is provided under all berths and in lockers behind the galley and the chart table plus large cave lockers at the aft end of the main saloon. A curtain separates the two cabins.

SAILS, SPARS AND RIGGING

The Mainsail and Working Jib are supplied as standard.
The masthead rig sail-plan is based on a silver anodised mast and boom fitted with slab reefing for the mainsail. Stainless steel standing rigging is of 5 mm. diameter for the forestay , backstay and shrouds; they are swaged onto stainless steel bottle-screws. The spreaders are swept back so as to thrust the centre of the mast forward, this bend being restrained by the lower shrouds.

The bottle-screws are fastened direct to the 'U' bolts that form the chain-plates and thus render toggles unnecessary. Terylene halyards are led internally down the mast to emerge from the base of the mast and are then brought back to the cockpit, except for the main halyard which has its own winch on the mast. A kicking strap is fitted together with a backstay tensioner. Terylene genoa sheets and multi-purchase mainsheet with cam cleat on lower block are standard. An adjustable outhaul is fitted to the boom.

SPINNAKER EQUIPMENT

All spinnaker equipment is fitted except halyard sheets, downhaul and spinnaker pole.

GROUND TACKLE

A 6 Kg anchor is supplied with 6 metres of 5/16" chain and 30 metres of 10 mm Nylon anchor warp, in a self draining anchor well.

ENGINE

Either an outboard engine can be fitted or an inboard of the Saildrive type. The access locker in the cockpit sole will accept either the Bukh 8 diesel engine or the Volvo twin cylinder petrol engine.

STANDARD SAFETY EQUIPMENT

Double row lifelines made from plastic covered 4 mm diameter 1 x 19 stainless steel wire are carried by 4 tapered alloy stanchions. The stanchion bases are bolted through the deck on plywood pads. The lifeline wires are swaged at the aft end into stainless steel bottlescrews and at the forward end to stainless steel fork terminals.

Stainless steel forward and aft pulpits are fitted and securely through-bolted to the deck.

A fire extinguisher is fitted by the galley.

A heavy duty bilge pump is fitted in the stern locker.

The self-draining cockpit empties through a large diameter drain.

STANDARD DECK FITTINGS

Only top grade deck hardware is fitted. Where aluminium alloy is used it is of anodised marine grade. Other materials are Tufnol, Nylon and Stainless Steel.

The gunwale rubber is of heavy duty PVC with a replaceable GRP moulding to protect it from anchor warp damage. Aluminium extrusions form the tracks for the mainhatch and washboards both of which are oiled veneered plywood with a padlock.

The deck equipment is very comprehensive and includes stemhead roller, 4 mooring cleats and 4 fairleads, Genoa sliding fairleads on tracks. There are five winches, one of which is on the mast.

UNDERWATER

Two coats of appropriate antifouling.