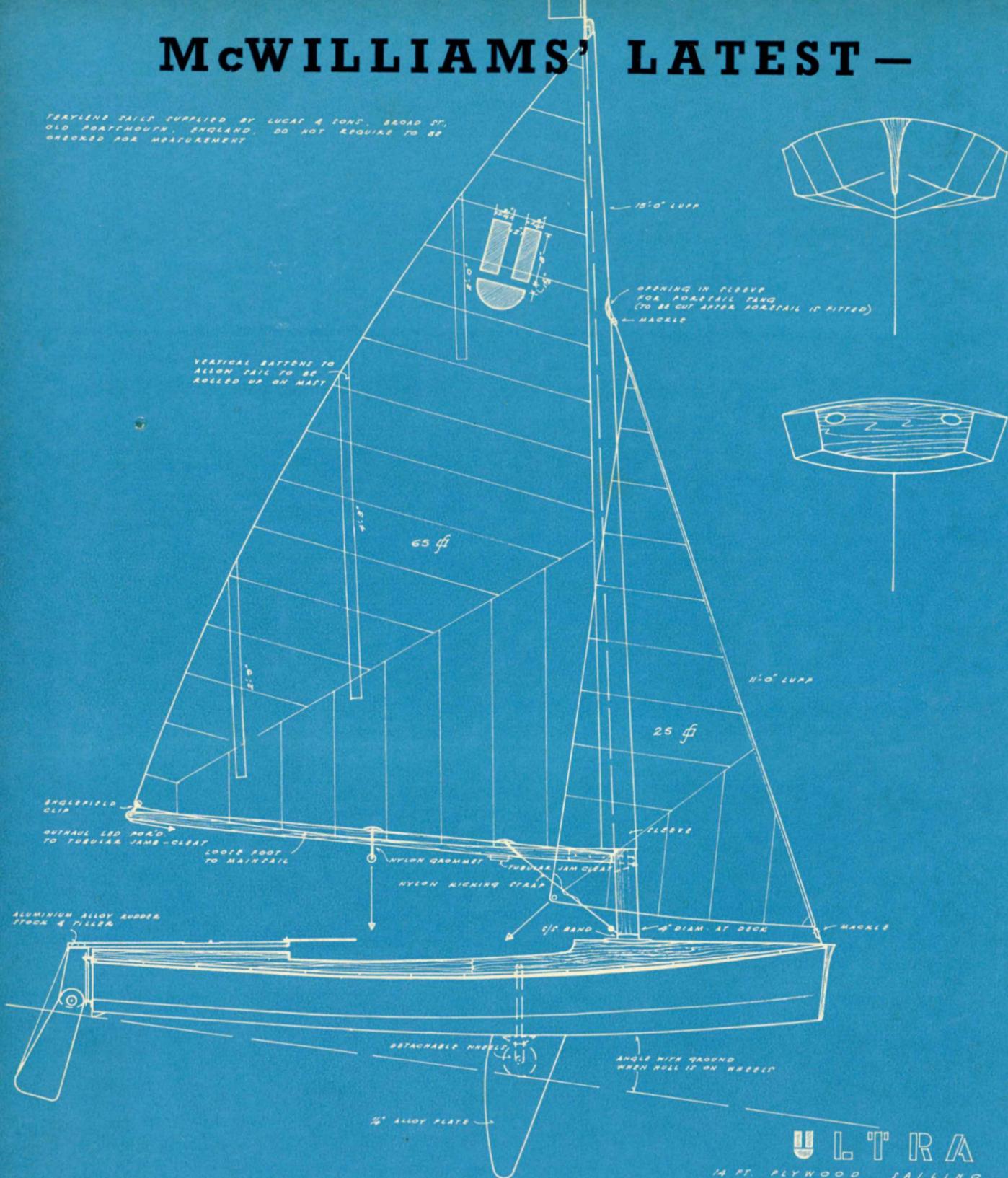
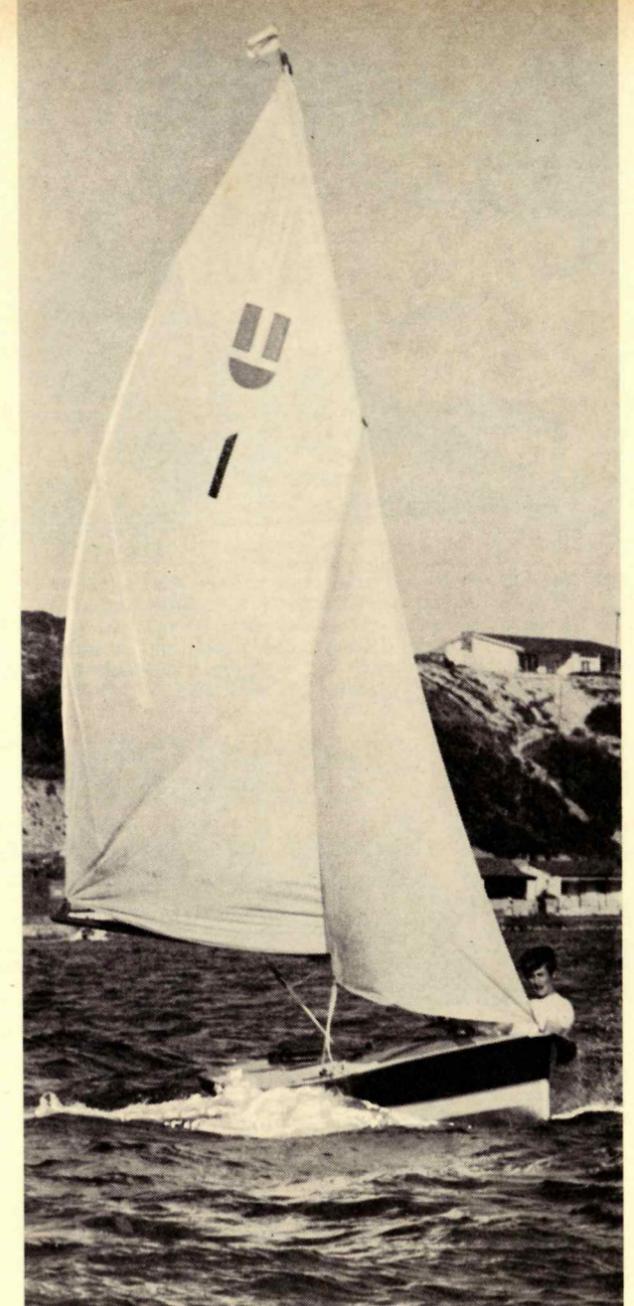


McWILLIAMS' LATEST —

TEFLON TAILS SUPPLIED BY LUCAS & FONS, 2800 ST. OLD PORTHOUGH, ENGLAND. DO NOT REQUIRE TO BE CHECKED FOR MEASUREMENT



EVEN SPROGGIER...



ABOVE: Herbert McWilliams' latest creation, the Ultra, cutting along briskly. Wide overhang to the deck makes for dry sailing. Note clean wake and neat bow wave . . .

LEFT: The rather cramped and complicated Sprog construction (below) has been simplified in the Ultra concept, shown here as the two hulls appear before decking. Note w/t compartments each side of the Ultra cockpit and slit in for'ard bulkhead for arm of centreplate when raised. (This has a rubber gasket). Holes in side compartments have Holt nylon screw-on hatches; the holes in aft w/t bulkhead ventilate both side and aft compartments. The c/b casing, only 7 1/2 in. above keelson, has no thwart.

THIS design is based on the Sprog, the idea being to produce a boat which is much easier and less expensive to build but having a similar performance.

The lines of the hull are almost identical but slightly wider in the quarters, and the height of the topsides is reduced by a few inches; the bottom, from the after end of the platebox to the transome, is developed as an arc. This allows the keelson to be dispensed with aft, and only a single section bailer, on the centreline, is required.

The cockpit is 5 ft. 6 in. long (Sprog: 3 ft. 9 in.) with the platebox projecting only 7 in. above the bottom. The plate is of 1/4 in. aluminium alloy and, being long and narrow compared with the quadrant shape of the Sprog

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