

L Capsizing is too frequent in modern racing
E machines, so amateur designer Charles
S Beresford went in search of more stability,
S freeboard and less week-end anxiety . . .

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and of 90 sq. ft. (actually a *Yachting World* Solo sail in terylene), and the mast, 1 1/2 in. athwartships and 5 in. depth, swivels with the sail on a ball joint at deck level. This cuts down windage and adds useful additional area to the sail. It is sheeted to a full-width track on the centre thwart which keeps the sail free from twist off the wind.

Sailing Impressions

Early days, really, to say much about this but, so far, sailing in company with my old boat (now fitted with an Enterprise cruising rig), she seems to hold her own pretty well with approximately the same load as the G.P. (This particular G.P., now owned by Tony Collier, is some 50 lb. lighter than standard.)

She planes easily with two up and with great alacrity single-handed. Here, the great distance from the centreline to the side of the boat, and the absence of any useful protuberances to hook your feet under prevent the potentialities for sitting out from being fully realised. She really needs toe straps, something I have not done so far.

With one up, she floats on a waterline of about 11ft. 6 in., a beam of about 4 ft. 6 in., and a draught of probably 4 in. Under these conditions she is reasonably stable but quick and lively and ready to use her full length in the slightest popple.

With her designed load, all these dimensions increase, she becomes more matronly and behaves with great decorum, but with flashes of spirit. She goes to windward close and fast—another surprise considering her great beam. Ghosting and in light winds, she moves well. Her cockpit, as can be imagined, is huge and uncluttered.

Hull weight, although I have not weighed her, is most certainly well below 200 lb. A reasonable estimate is 210 lb. with board, rudder, gear, sails, mast and rigging.

I must say I am very pleased with her. With her launching was dispelled the depression one felt at times when it seemed that such a fat boat could not possibly sail well. Practically everyone who has seen her has commented favourably on her looks, and many on the easy way she moves.

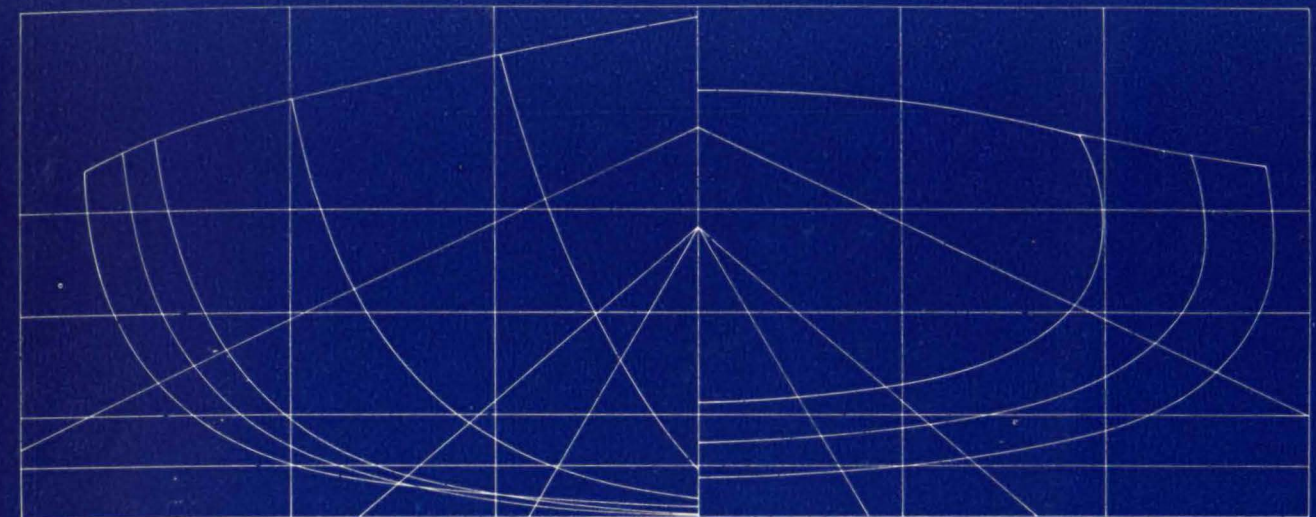
One of the nicest things about her is her beautiful balance. The helm is finger light no matter what the degree of heel and she rarely takes more than five degrees of helm on a beat or a reach. This is surprising and I cannot account for it, considering that she is cat-rigged and fat in the buttocks.

I do not think I am indulging in wishful thinking when I say that she is all, and rather more, than I hoped she should might be.

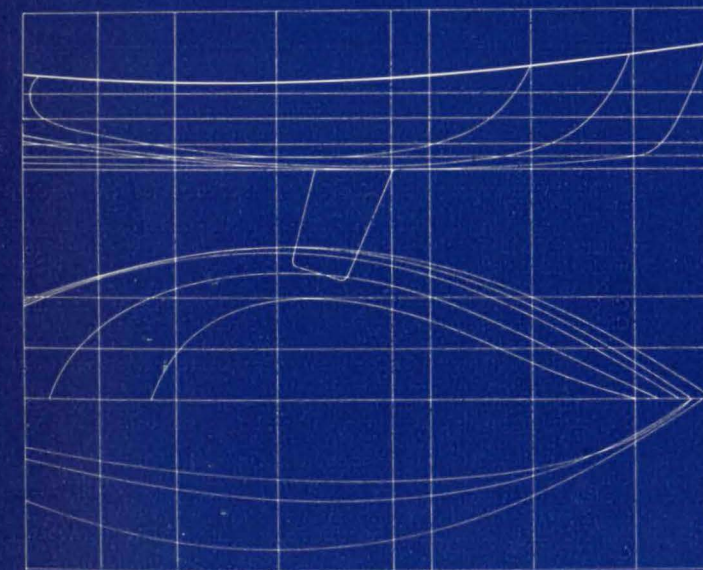
Her name is *Hebe*. One always thinks of the cupbearer to the Gods as certain to be plump (but comely). Another boat from the same mould is now being completed for my friend Mordaunt Milner who, with a pleasant sense of classical continuity, is calling her *Ganymede*, Hebe's male successor in the celestial drink business!



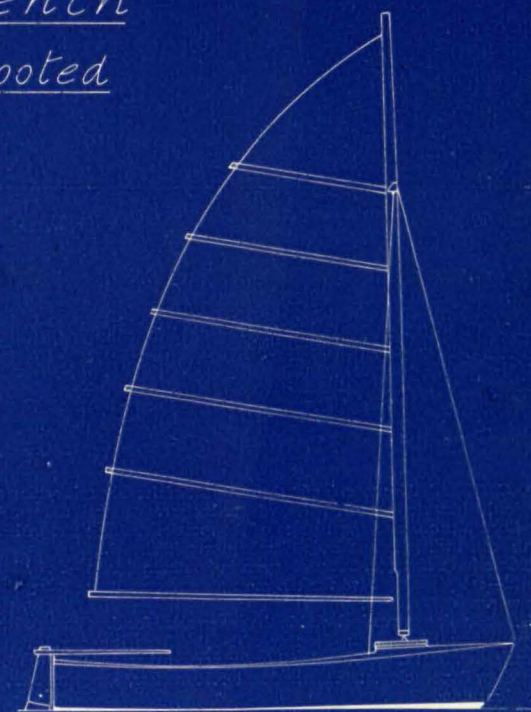
SOUTH AFRICAN YACHTING: January/February, 1960



*HEBE ~ a buxom wench
two beams wide, but light-footed*



© Charles Beresford



ON A LOAD WATERLINE OF 12 FEET AND WITH A SAIL AREA OF 90 SQUARE FEET, THIS MODERN CATBOAT SHARES TWO MAJOR DIMENSIONS WITH THE NEW RACING 'ANDY'—THEN THE LIKE-

NESS ENDS ABRUPTLY. BUT BOTH BOATS ARE BUILT OF LAMINATED PLYWOOD, HAVE OTHER MODERN FEATURES AND HAVE BEEN EQUALLY SUCCESSFUL IN ACHIEVING THEIR DESIGNERS' DIVERGENT AIMS.

SOUTH AFRICAN YACHTING: January/February, 1960

WHEN any new dinghy design is published, there are always people who wonder audibly why the existing choice has been added to. With fair reason.

In my case, I could not find a single design in South Africa of a boat under 15 ft. that was capable of doing all the things I wanted it to do in normal summer weather at Zeekoevlei. (This last is the telling phrase. Anyone will tell you that it blows hard for most of the time.)

I wanted a boat which would be fun to sail single-handed, which would carry a middle-aged party of three, plus dogs and picnic baskets; which would be light enough to be towed by a small car and which would be quick and easy to rig.

Ancillary reasons for these demands were a wife who is sufficiently keen on sailing to want to go on doing it, but who refuses point-blank to be an acrobat—and the fact that I wanted to design a boat, anyway.

My previous dinghy was the excellent G.P.14 designed by Jack Holt. I am aware that the hair-shirted regard this model as relatively tame, but it was always exciting enough for me and rather less stable than I wanted. (Again, in typical Zeekoevlei weather in summer.)

The new boat is as you see it. 13 ft. 6 in. overall length. 6 ft. moulded beam and 5 1/2 in. draught ex board. D.W.L. is 12 ft. Waterline beam 5ft.

She was built for me by Hilary Spears, of Spearhead fame, of three 1/2 in. skins of silver spruce, using the same excellent system of continuous beam-to-beam diagonal strakes as he employs on his own boats.

There is a bulkhead some 4 ft. back from the bows and sweeping, curved, rather narrow side decks enable the owner to sail from inside the boat in reasonable weather.

Having decided that this was to be a family boat, stiff as a church and beamy as the very devil, I then started to worry about performance—for no one, not even one so set on stability as I, can abide a slow boat for long. The single sail, therefore, is fully battened