

new INTERNATIONAL



Peculiar raised seats were a feature of the single-hander contender One-up sailed by M. Nokes. They did not help stability noticeably . . .

There was absolutely nothing to touch the 10 square-metre canoe among the single-handers. But "thumbs down" was the selectors' verdict . . .

THE I.Y.R.U. has been trying to reorganise its ideas on international recognition of racing classes in recent years. It still does not seem too sure of its role in international yachting in this respect, but I rather hope that it will settle down soon and give international status to classes in the following suggested categories:

- (1) The Olympic Classes for the next four years or longer, if possible.
- (2) Certain one-designs capable of giving alternate Olympic standard competition and which are, or likely to be, of world-wide popularity.
- (3) Racing classes of highly-refined characteristics including "development" classes, to ensure that new developments are thoroughly tested.
- (4) Training classes on which the accent is good value for money and great popularity while still being pure racing boats.

In (1) at present would be the 5.5 Metre, Dragon, Star, Flying Dutchman and Finn.

In (2) boats such as the 505 might be included.

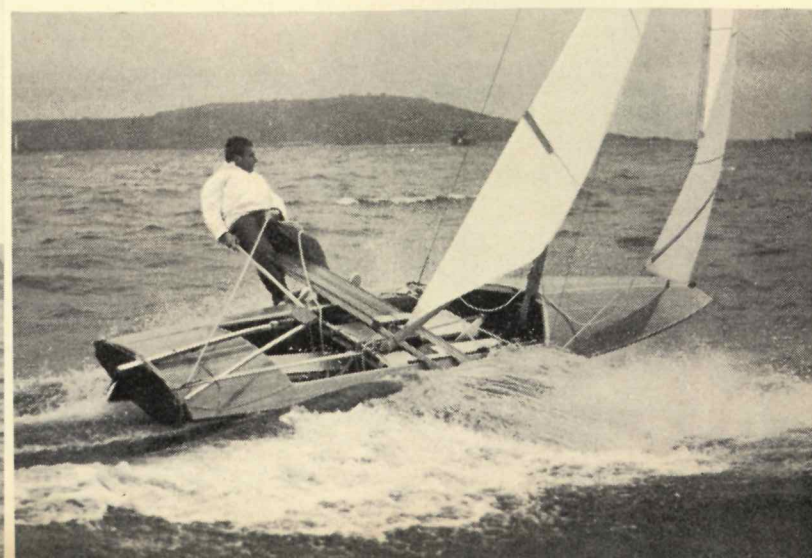
In (3) I would suggest the International Fourteen and Moth together with the 10 square metre Canoe, and the C Class Catamarans. These classes need not necessarily be popular or exist in great numbers, but they must be active and should have rules with wide enough scope for encouraging future development without making the cost of running the boats too excessive.

In category (4) one might find the O.K. Dinghy, the 420, the Cadet, and possibly some others.

Last year the I.Y.R.U. announced that they were interested in exploring the possibilities of new classes of three-man and two-man keelboats and also one-man dinghies.

Cavalier, designed by Jack Holt and sailed expertly by F. D. man Peter Bateman. A fine boat, but too short in its present form . . .

A modified Fireball, W. Kempner up, chiefly excelled in planing reaches. If speed was the only criterion, a boat to watch . . .



SOUTH AFRICAN YACHTING: November, 1965

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DINGHY Classes.....



David Thomas's deceptively-fast Unit One possibly showed most potential, although it came to the IYRU single-hander trials not fully tuned . . .

Whippet, one of the also-rans, is pictured to give an idea of some of the "inventors' dreams" that were out on the water . . .

The implication is that, should something suitable turn up, it would go into my category (2.) If it then succeeded as a class it would move up to (1) and the Olympic boat thus displaced would move into category (2) (or (3) in the case of the Five-point-Five).

The possibility of catamarans and a scratch class of off-shore racers is also in the offing for international status and even Olympic competition one day. These might first go into category (2) or (3), depending on whether they are to be one-designs or not.

The Two-man Keel Boat

As is now well known, the two-man keel boat trials produced one outstanding new boat which so impressed the selectors that they agreed unanimously to put it forward for international status. If ever a new boat has had a good start it has been Ian Proctor's Tempest. I have heard no opposition at all, though no doubt the Star Class cannot be too happy since it will presumably be replaced by this class at some future Olympics.

The boat was the most fully developed and prepared at the trials and was not only convincingly faster (not necessarily a vital factor in a proposed one-design class), but it was extremely well planned, well mannered, simple and attractive generally.

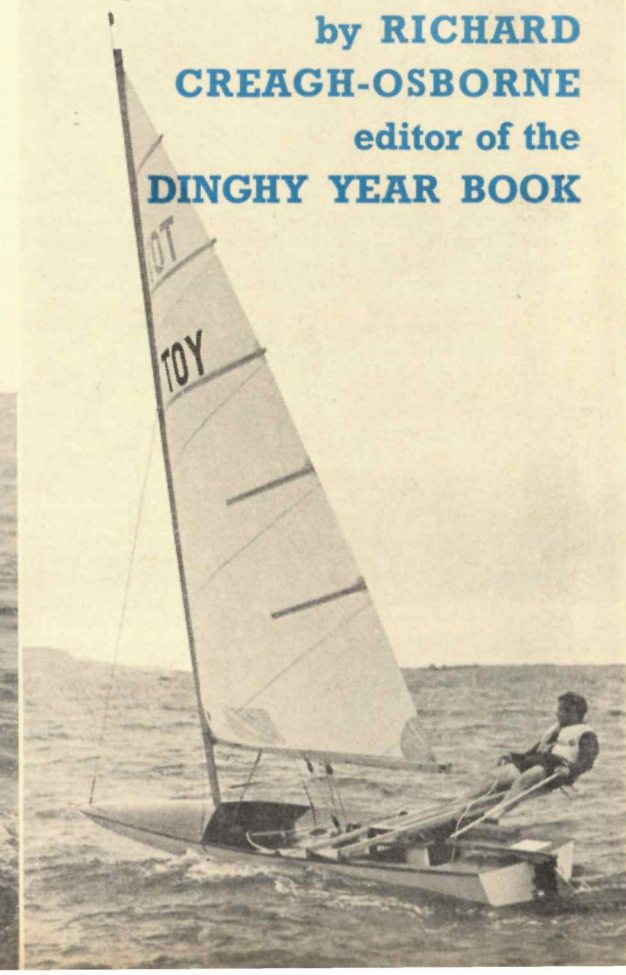
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Toy, a narrow scow with a rectangular stern, is already a class-boat. Interesting, simple and neat, but rather too slow and cranky . . .

One of two almost identical boats from France, 5430 was designed by Maury and sailed by Serge Verneuil. Slightly smaller than a Finn . . .



by RICHARD
CREAGH-OSBORNE
editor of the
DINGHY YEAR BOOK



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SOUTH AFRICAN YACHTING: November, 1965

DINGHY CLASSES

(Continued from page 25)

As I write, it is announced that 19 countries have shown interest and present indications are that at least 400 will be built in the first year. Reinforced plastic versions will be displayed at several boat shows and will sell in Britain for £750 plus up to £96 for sails. It is planned that licensed builders only will produce the boat from master "plugs" and detailed specifications. This is, I am sure, the only feasible way of controlling a top racing class to-day.

It was probably lucky for yacht racing that Tempest won this trial because her designer, Ian Proctor, must be the man who knows more about dinghy hull design than anyone else in the world. Tempest, though technically a keel boat, has more of a centre-boarder in her ancestry than a displacement craft and will plane and so need to be sailed fairly upright in the same way.

If one takes into account all the various designs Ian has made for the National 12-ft. and 14-ft. classes, the international canoes and 14-footers, the rows of one-design dinghies as well as some small keel boats and catamarans, the numbers must by now run into three figures.

The intense competition in the restricted classes has taught him a vast amount about the subtle effects of slight variations in sections and waterlines; it is certain that this boat is so near the ultimate in performance and sweet handling within the specifications given that it will be a long time, if ever, that a hull will improve on it.

There is nothing very extraordinary about the sail plan, but it makes good use of the lessons learnt with flexible rigs over the past 15 years. In any case, a rig is not such a final thing as a hull and can be altered later without insuperable difficulty—if new developments appear to justify it.

Altogether I feel certain that one can be completely confident in the general excellence of this design and I would ask all National Authorities to do all in their power to encourage this class to become the standard two-man high-performance racing boat of the future.

One-man Dinghy

The British R.Y.A. was charged with the responsibility for holding trials for the one-man dinghy and here we had a completely different state of affairs.

The specification was extremely wide. No maximum or minimum size was laid down—except that it was not to be too extreme, in that it must not carry so much sail that it would need a heavyweight to sail it effectively. Catamarans were barred but slides or trapezes were acceptable. Price, scope for popularity, ease of handling and transporting ashore, and buoyancy arrangements were particular points to be borne in mind.

Existing classes were encouraged to enter, except the Finn which was already an I.Y.R.U. class.

The result of all this was that a very odd assortment of craft turned up, ranging from a converted yacht's tender to the highly-sophisticated 10 square metre Canoe. Only five were designed outside Britain and in my opinion this was a very poor response to a trial, the result of which may affect our racing for 20 to 30 years. The reason may have been partly the very loose specifications laid down so that no one knew what sort of boat to design, but possibly rather poor publicity was another factor.

Fortunately, the results were far from conclusive and I hope that, with the valuable experience behind them, the I.Y.R.U. will now lay down a tight specification for a new series of trials to take place, perhaps next summer. Therefore, if I am right, this month we will have an announcement and there may still be time for new entries to contest this important event.

The trials were held in Weymouth Bay in predominantly light to moderate winds. The wind speed for the first three and the fifth and sixth races was in the 6-to-10-knot range and fairly steady. The other two races had winds up to 18 knots, the last with a big sea building up.

There was absolutely nothing to touch the Canoe, which walked away with every race except the last when it broke its slide control rope just before the start and had to retire. The Canoe won the first race by no less than 14½ minutes and so, if it was speed that was wanted, one needed to look no farther.

The selectors, however, appeared terrified of the Canoe and could not be persuaded even to try it, though John Biddle, her helmsman, was a good deal steadier and safer looking than many of the others. He gave not a moment's anxiety and never even looked like capsizing.

The selectors also seemed frightened of a sloop rig for single-handers, though I am sure without foundation. However, so far as the Canoe is concerned the selectors virtually decided against it without a second look.

This left us with a group of largish boats which were likely to be faster than a Finn. Though it was not actually stated, it became obvious that a "better" boat than the Finn was the one they had in mind. This, one supposes, meant faster, because otherwise it would not catch the public imagination nor would it show demonstrably that progress had been made in 15 years. It also meant that it must be designed from the start with plastics in mind and not adapted afterwards. It must also have the possibility of easier measuring and control. All this in addition to the points given in the specifications.

Therefore the only contenders even remotely likely to meet some of these requirements were *Unit*, *Trapez*, *Cavalier*, *Fury*, *One-Up*, *Toy* and *Fireball*. Actually, from the speed that these boats showed in the trials, I would have expected the Finn to have finished among the tail-enders of this group—which would have put it only about five minutes behind the fastest on the Olympic course. But I am sure that all of them were capable of a great deal of development and could have been sailed considerably faster.

Therefore I welcome another set of trials, for it would be foolish to select a boat which was not fully exploited, and hardly faster than a Finn. It was also foolish not to have a Finn as a pacemaker in these trials and I hope that this will be rectified next time.

Too much should not be read into the actual results of the racing, since all sorts of incidents affected placings and times. Such things as capsizes, late starting, missing out the "gate" or other marks and having to return, broken gear, and so on. From very close observation, however, I can sum up as follows:

The other French dinghy in the Finn idiom was R 9 M sailed, without making its mark, by G. Devillard. All photos: R. P. Creagh-Osborne.



Mike Jackson's *Fury* was an out-and-out attempt to improve on a Finn without extra crew support. The gain was not really remarkable, although an effective boat.

Unit is an extremely attractive boat basically and could be the sort of craft we are looking for. It had been afloat only a very short while and was far from developed or tuned. In particular its designer, David Thomas, assistant editor of *Yachting World*, was intending to introduce a new type of crew support but had no time to develop it. In the event the slide was fixed to a carriage which ran fore and aft on stainless runners and the whole boat was about 50 lb. heavier than it need have been.

The rig, too, was not right but nevertheless the boat impressed by its steady smooth progress and was deceptively fast.

Trapez is the basis of four separate one and two-man classes as described in the past issue of *S.A. Yachting* and is designed and built in plastic by Paul Elvström. It is the same length as *Unit*, is 60 lb. lighter, has 20 sq. ft. more sail, had been tuned since last Christmas and lastly, was enthusiastically driven by Paul Elvström himself. It was, therefore, highly disappointing in performance and had certain other disadvantages. The rig for instance, was very complicated and it was very uncomfortable to sail to windward when not on the trapeze since one had to sit well forward of the cockpit and sheet traveller.

But the real trouble with this boat was the hull shape. The after half was absolutely flat while the bow was knife-sharp for about 2 ft. and then swept out to massive shoulders. When sailing, the full length was never properly used and the part which was immersed never came unstuck.

There is obviously great potential speed in this idea and Elvström has gone home to alter his hull shape. He intends to have a new prototype at the London Boat Show and then build 20 for testing in various parts of the world.

With such energy and knowledge we may yet see the ideal boat from this quarter and, due to the control and construction system, it will certainly be fantastic value for money. But time is running out!

Elvström's boat used a trapeze and its advantages over the sliding seat are as follows. It is cheaper, lighter, and does not clutter up the cockpit. It is also easier to move fore and aft to adjust the trim.

The disadvantages are that you are connected to the boat and in a capsize to leeward you always get thrown into the sail. If the boat tends to invert, this can then be awkward. It also looks more frightening—but it is probably a little easier once you get used to it. There must be

something better than both that could be thought of.

The Swedish National Canoes, for instance, use little collapsible seats that fold outboard and there ought to be other answers.

Cavalier was designed by Jack Holt and was extremely impressive in many ways. Only 14 ft. long it was nevertheless outstanding to windward. Indeed, in the last race it was only 15 yards behind *Trapez* at the windward mark. Off the wind its short length was a disadvantage except in good planing conditions when the boat was fast.

As with most of the boats it had a double-bottom, but the freeing ports were not large enough. The slide was able to pivot fore and aft in a cunning way which was effective.

This boat could be a "possible" but I would like to see it 18 in. longer and with more sail and flexible mast.

Fury was interesting in that it was an extreme attempt to improve on the Finn without crew supports. Mike Jackson is a very experienced helmsman and designer in the National 12-Foot Class and he produced a hull with nice lines and a very great flare aft making the beam nearly 6 ft. on a 14½-ft. boat. The rig was of very low aspect and carried 128 sq. ft. of sail.

The extremely long boom was controlled by the Penman sheeting system which uses a centre traveller carrying the main purchase including a Novex ratchet block. The hauling part is then led to the outer end of the boom, the transom and back to the hand. By careful adjustment the boom can be held down and yet is free to be "played" by the single hauling part. It works quite well, but the boat as a whole was not impressive in speed and it is doubtful if it would beat a Finn by much on an Olympic course.

One-Up was a long thin boat rather like *Unit* but had peculiar raised seats which did not appear to give much help. Of the two, *Unit* was much to be preferred.

Toy was a well-developed boat and is already a class in its own right. A narrow scow with a rectangular stern and small cockpit right aft, *Toy* has a small una sail on a stiffish mast and has a sliding seat. The main virtues were simplicity and neatness and it was obviously fun to sail. The disadvantages were that it was slow in lighter winds and it rather easily capsized. This is an interesting boat, but I feel is not really fast enough. The hull shape is such that the full length is seldom used on the water.

I feel it would not be as useful a boat as *Unit* and could never be as fast round a course.

This left us with the modified *Fireball*. This had a perfectly standard hull and rig except for a slightly smaller battened jib and a sliding seat. The boat was very cautiously sailed and it was probably a mistake not to rearrange the cockpit as a proper single-hander, but it showed a quite remarkable turn of speed at times. It was actually faster than the Canoe on planing reaches and left all the una-rigged boats standing. To windward it was almost the same speed as *Unit* but it was slower running. The helmsman lost a lot of time tacking badly, capsizing, and over-boarding marks, and I have little doubt that it will be one of the very fastest when fully developed.

The Remainder

Among the rest of the fleet were two almost identical plastic boats from France, the R9M, and the S430, at a distance almost identical to a Finn but very slightly smaller. The O.K. Dinghy, which is smaller still, did battle all the time with these two—and usually beat them to windward, but lost out on the reaches. The O.K. was impressive in fresher winds.

Of the others there is really nothing to say at all except that there were two rather splendid "inventors' dreams", with wires and struts and tubes and levers, but which were confounded in performance by their own ingenuity.

Summing up, then, I feel that the sort of boat which will succeed is about 15 to 16 ft. long, weighing 250 lb. ex crew, and having a double-bottom. It must be arranged for easy construction in plastics and for easy measurement. It will probably be una-rigged with a metal mast, but I feel that it might be worth trying a semi-automatic jib or even a self-setting spinnaker. Basic sail area will be about 10 to 11 square metres (107-125 sq. ft.) and some form of crew support will be used.

Maybe there is still time for some readers to have a go. There must be plenty of ideas. ■