

BLACK SOO

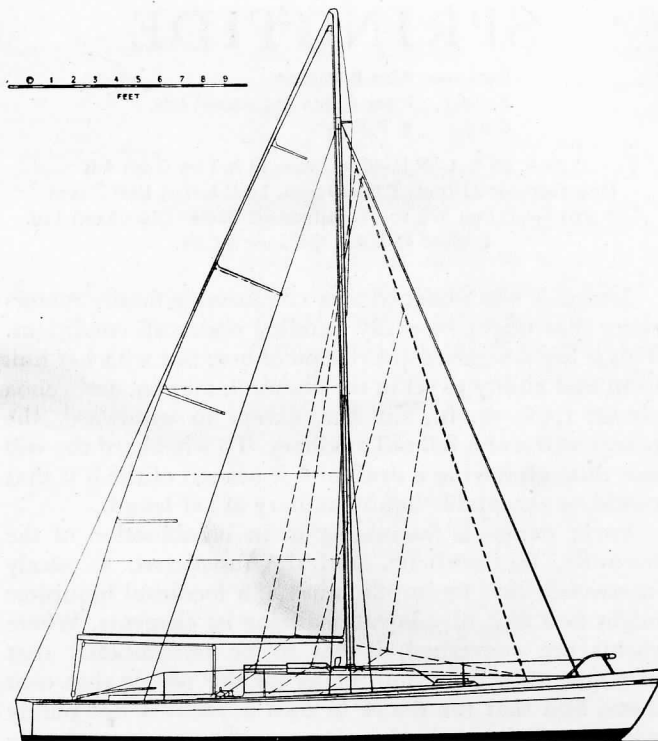
Designer: E. G. van de Stadt
 Builder : R. & W. Clark
 Owner : M. Pruett

L.O.A. 29'55 ft. L.W.L. 26'1 ft. Beam 6'65 ft. Draft 5'9 ft
 Displacement 1'57 tons. Iron ballast keel 0'75 tons
 Sail area 287 sq. ft

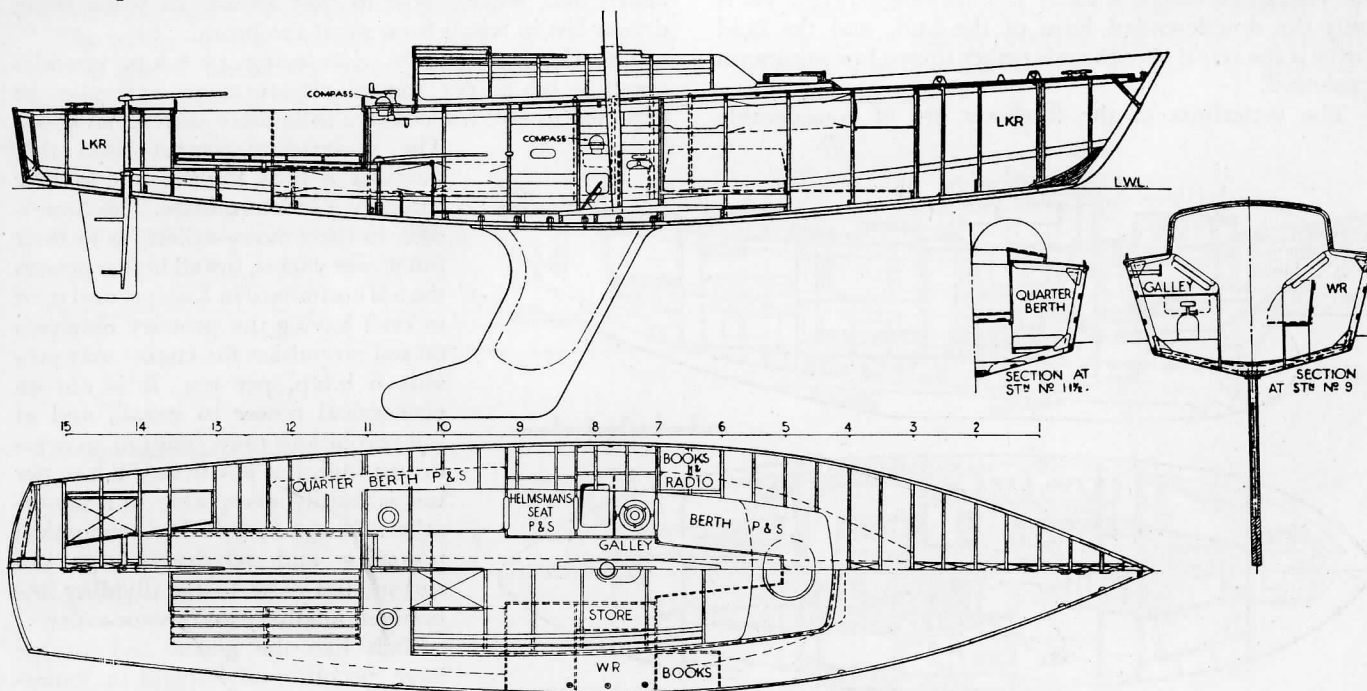
In *Black Soo* we have reached the surprising stage in offshore racing design of a Class II yacht with proved ability at sea and displacing less than two tons.

Black Soo is in a line of development that the designer, E. van de Stadt, has been following for some years. The previous yacht in the series was *Fair Meg* (*Yachting World Annual 1957*) herself a development of the successful *Zeevalk*. All these yachts have been light displacement, narrow sharpies with little hull depth and narrow fin keels, with independently hung rudders. In *Black Soo* all these features are more emphasized than hitherto. Her beam-length ratio is the same as that of the longer *Zeevalk*, her displacement-length ratio $\text{Displacement} \left(\frac{\text{Length}}{100} \right)^3$

even lower at a value of 94 instead of 113. And the fin keel has reached what surely must be the limit of narrowness. With its high aspect ratio, it provides the necessary leeway resisting force with small area, with a result that *Black Soo's* wetted surface is possibly the minimum attainable. The fin is an iron casting hollow in its upper part but with its wider bottom portion solid, having a weight of 0.75 tons, making a ballast ratio of 42 per cent. The sharpie form of hull is intrinsically slower than the



round form at sailing speeds, but if narrow and light enough, and with the minimum of rocker to the chine line, it has proved an efficient sailing form, perhaps gaining through the ability of the hull shape to augment lateral
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resistance what it loses in its inherently higher resistance. The records of *Zeevalk* and now of *Black Soo* have fully justified the designer's and owner's belief in the type of hull.

The cabin top is of transparent plastics and the helmsman is able to handle the yacht from below deck, with a tiller at the aft end of the cabin. Thus sheltered, he may sit

with compass and speed indicator beside him, needing only a good stomach to feel at peace with the world and more comfortable than the unhappy weather-swept helmsmen of thirty-tonners.

In design, construction, and layout, *Black Soo* represents a type of sailing machine that has been evolved by experiment and points towards an end that promises to be new to seagoing.

