

## SAILING TODAY

### Verdict

A stiff, competent and safe cruising boat with a racing pedigree that allows fast passages to be made. She is well built structurally, but a little basic on the accommodation level, although many have been thoughtfully refitted to make the most of her interior volume.

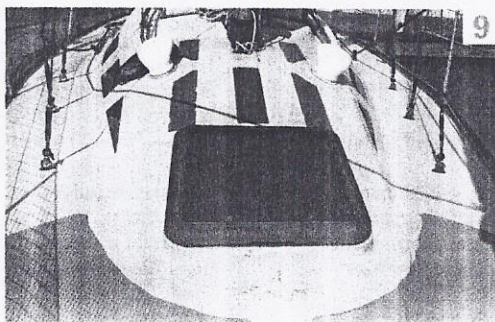
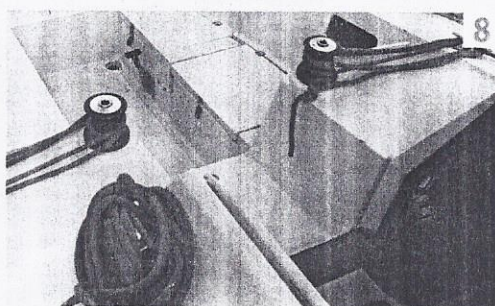
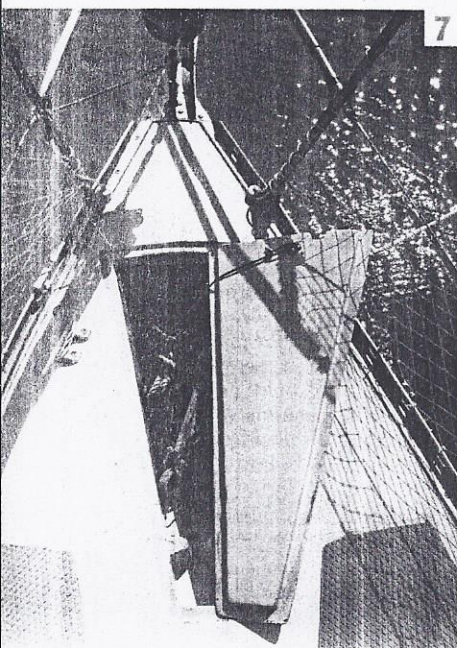
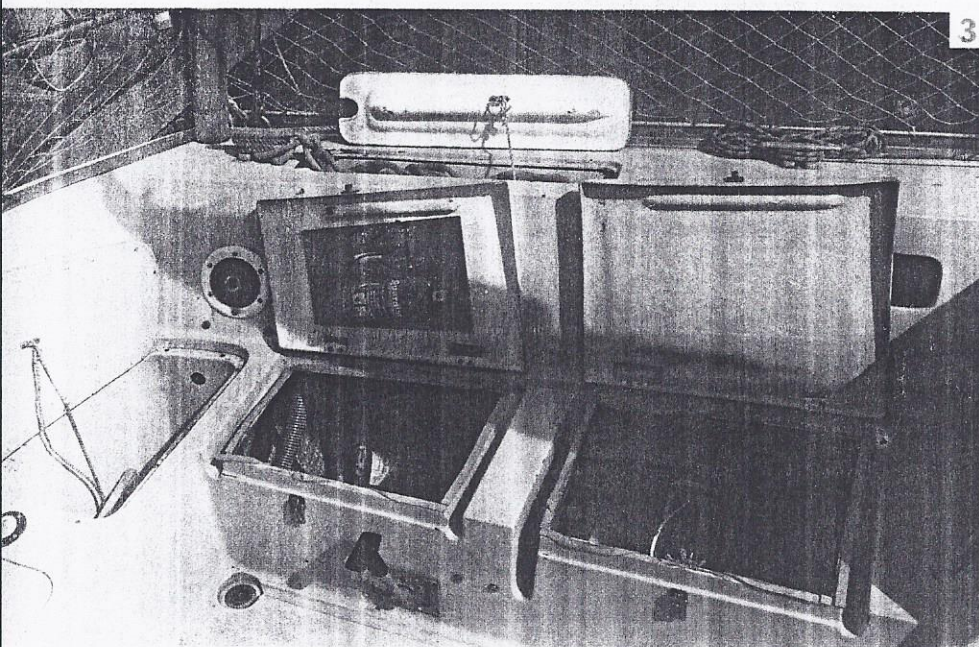
#### FOR

Vice-free handling  
Fast  
Good headroom

#### AGAINST

Ex-charter  
Basic accommodation  
Handling under power astern

1. Tall guard wires and sturdy hand holds make going forward easy and safe
2. A high bridgedeck keeps the water from going below
3. There is plenty of stowage space in a deep locker to port and more under the aft seats
4. Wide side decks make moving around the boat safe and easy
5. The mainsheet has no track, but is attached to two strong points, one each side of the coachroof
6. The deck-stepped alloy mast is thick sectioned and well supported
7. The anchor/chain locker is of a good size and a bow roller ensures easy anchor launching
8. The primary winches are mounted on pods and are easily accessed by the crew and helmsman
9. The coachroof blends into the foredeck and is well covered with moulded non-slip and Treadmaster patches



# at sea?

boom to be set well out when running without it lifting too much. It also allows the windward sheet to partly act as a preventer when gybing.

Under power she feels a little sluggish, especially astern. This is probably more to do with the smallish, shallow pitch prop rather than the 18hp engine. Most had 12hp diesels originally, however, although these give enough drive to manoeuvre her in calmish waters, they are a little short of 'oomph' when it comes to motorsailing through rough seas, and many will be on their last legs by now. She has a gentle kick to port astern, but not so much as to be a problem.

Under sail she is a bit of a wolf in sheep's clothing. We put up just the mainsail while

despite the chop in the shallow water she powered her way out with little or no need for engine assistance. Once into deeper waters we set the full overlapping genoa, which really put the power on. In a now rising F5 we left a cautionary single reef in the main as we drove hard through the building seas. She seemed fully in control, despite ducking her lee rail under at regular intervals, and she only displayed the odd touch of weather helm during the occasional 22kn gust. The rudder kept its grip throughout and not once did she gripe us up to wind and lose way. Thanks to a well raked bow and deep vee forward section, she carves her way through the waves comfortably and has enough weight to power her forward without being

She also points pretty well, allowing us to squeeze up to 35° while still making 4.3kn in 18kn apparent. Being kind and freeing her off to 45° gave us another knot through the water. When the wind increased under a cloud to a constant 20kn, our speed moved on up to the high fives and then a broad reach found her in her element, steaming us across the building seas at a steady 6.7kn, still with the one reef in the main. Off the wind we shook this out and let her fly, broad reaching down the swell at 6.4kn, tracking like a train.

She tacked through 80° despite the seas and this figure would likely drop to 75° in flatter water. Heaving-to wasn't a problem for her either and she happily lay between 50° and 60°