

OFFSHORE continued

FOUR INTO THREE . . .

FOUR yachts will compete for places in a three boat team to go to Sardinia in September for the One Ton Cup.

Two are brand new S&S production boats built by Jeremy Rogers and I review the first off Thunder elsewhere on these pages. Thunder is owned by Derek Pitt-Pitts, and the two Rogers brothers, while David May will campaign the second one as Winsome V. Cornish Chough, a Swan 37 which did well during last Cowes Week and a brand new S&S alloy one-off for Charles Holland make up the four.

Trials will commence on July 14 with the Solent Points race and the Royal

Corinthian will start a second race on July 15 prior to their own Half and Quarter Ton races. If the team is not clear after these two races, then the RORC will organise around the cans events of the Wednesday and Thursday before the Cowes Dinar. Winsome is not yet afloat and she will have to hurry to make the trials, although in order to stand a really good chance of winning in Sardinia the three new S&S designs will have to show a pretty clean pair of heels to Cornish Chough.

Competition will be pretty fierce with last year's Chris Bouzaid sailing a chartered Carter 37 and twice winner

Hans Beilkin doing likewise. And of course a firm favourite must be Ted Turner with his S&S Lightnin'.

The OTC series looks like attracting considerable interest in this country as it will be held over here next year and it may surprise you to know that there are no less than 11 highly competitive production designs to choose from including four from S&S, and one apiece from Morgan, Chance, Carter, Norlin, Mull, Lapworth, and King.

How about a pure production class with limited specifications as in motor racing to promote further interest?

LIGHTNIN' BASE FOR BANKS

AMONG the lucky five who will possibly have the latest Sparkman and Stephens, one Ton Cup design in their hands from Lymington boatbuilder, Jeremy Rogers, is none other than Bruce Banks. After successfully proving that English designer Angus Primrose has produced a fast boat in Northwind, Banks is thinking of changing to S and S for the One Ton Cup series to be held next year in England.

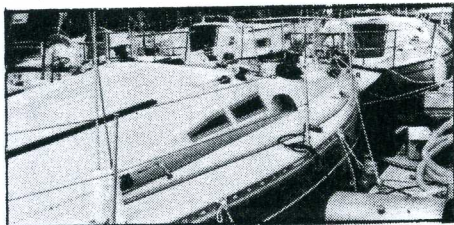
The first of the five was launched last week and called Thunder (something to do with Lightnin') it is bristling with ideas. The design is based on Lightnin' so

it will be interesting to see how they perform together during Cowes Week and the OTC series in Sardinia for which they are both entered.

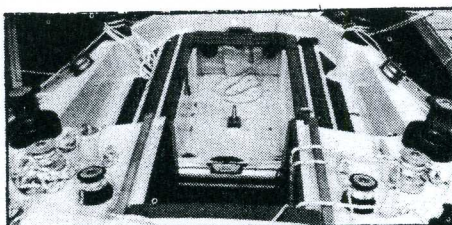
Hydraulics are used not only to adjust the back stay and inner forestay, but to vary the genoa tacks. She has a screw jack style mast step, so the rake can be adjusted while sailing. Spinnaker poles are stowed partially under the deck in the cockpit combings and she has man overboard poles stowed in the transom. Such things as Menticular Stanchions were considered but the manufacturers failed to produce them on time.



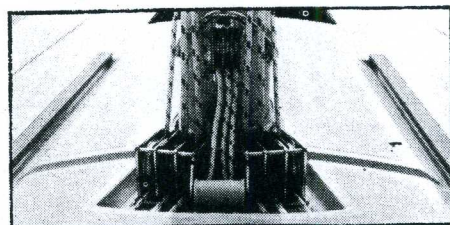
Cornish Chough



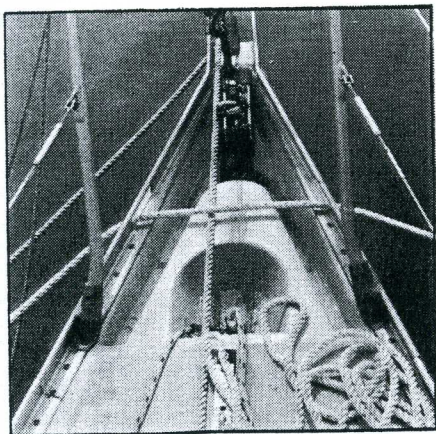
Spinnaker poles stow partially under deck in the cockpit combings.



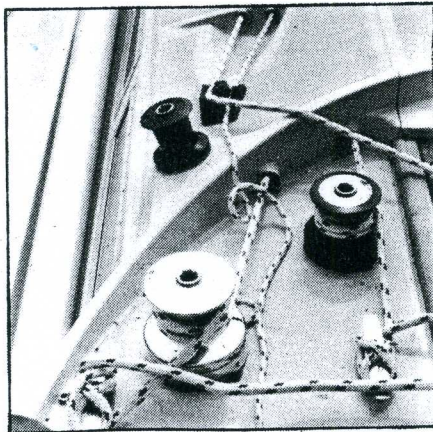
Array of sheaves at deck level lead halyards underdeck through moulding to winches around main hatch.



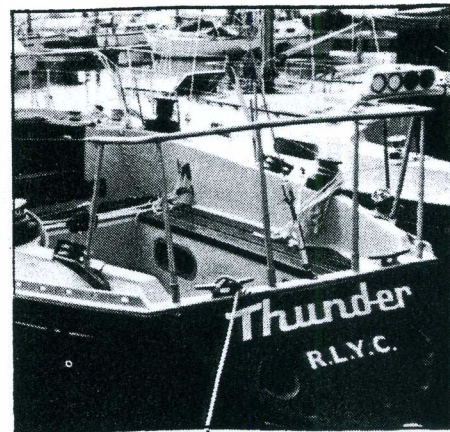
Main winches are cross connected and cockpit is pretty much for the helmsman only.



Bow trough for hydraulically adjustable underdeck genoa tack lines. Note alloy pulpit legs welded direct to toerail.



Halyards exit from deck ahead of winches.



Stern does not feature the fashionable Stephens fillet. Holes are for man overboard poles and drains for spilt tubes.