

representative cross section of the "B" Division boats that have been in existence for some time.

The *Thais* were production craft, *Sue* being one of the original wooden main beam boats with straight wooden aft beam, *Thai-foon II* being a later model with metal main beam and arched wooden aft beam.

Vivace had a non-standard rig with Proctor mast, the rotating step control of which broke on the first day and could not be replaced until later in the series, but Smith never gave up trying and achieved success in spite of adversity.

Sophisticated

The "A's" provided a little more for the R.Y.A. observers to think about. The three Unicorns differed in rig but all had the trappings of highly-sophisticated sail shape control for the Anderson Aerosails.

John Mazzotti's boat has a very bendy, round section mast, without diamonds and with hounds set low for the normal forestay and shrouds. A lower forestay is fitted and a pair of lower shrouds which fall to chain plates abeam of the mast and thus exert no control

to prevent forward bending of the mast at this point.

James Bond's *007 III* has a normal, oval mast section and normal diamonds while J. F. Everett's *Topsy Myth* has a round section mast of 2½ in. diameter with a "stuck on" luff groove. The shrouds are higher than on *Unicorn* and she has a lower shrouds abeam but no lower forestay.

Bob Osborn's "A" *Lion* has an unusual Holt Allen mast of their standard catamaran section (4½ in. × 1½ in.). The normal top shrouds are approximately three-quarters of the way up. At the half-way mark a second hound position takes a lower forestay and a pair of lower shrouds which fall aft to the same chain plates as the uppers—lower still, at what looks like no more than a quarter of the height, a third pair of shrouds fall to the same chain plates. Mast rotation is limited to 45 degrees by the standard Holt Allen step control. Perhaps an increase of rotation would be an improvement.

Iolanthe, on the other hand, has the simplest, standard rigging with upper and lower shrouds and the upper and lower forestays going to the bows and having no forestay bridle and no forward cross beam.

Rudder and dagger board sizes varied even among the three Unicorns. *007* has daggers of approximately 14½ in. × 31 in. in the water; *Topsy Myth* 14½ in. × 33 in. and *Unicorn* 14½ in. × 36 in., all with about 16 in. in the trunk. The sections, too, varied considerably.

Rudder blades of the Unicorns averaged 8 in. × 21 in. and John's boat, not unnaturally, is equipped with the light alloy rudders of Readycraft design now manufactured by International Yacht Equipment Limited, for whom he works. *Iolanthe's* rudders were smallest by far, being only about 5 in. × 13 in. and beautifully made.

All under control

The Unicorns had various running rigging layouts, the most complicated of which was *Topsy Myth's* which had boom vang tension and traveller control as well as sail camber control all leading to both port and starboard—surely never have so many lanyards, down hauls, outhauls, inhauls and sheets been used to control a single sail. Her semi-circular I.Y.E. traveller track was the same as on John's boat which, we understand, will be standard on future production boats.

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TOP: Here Mazzotti sits well aft to trim *Unicorn* on a reach—weather dagger board is well lifted. Notice the pronounced bend in the mast even with the boat off the wind.

BELOW: *Unicorn's* deck layout showing the semi-circular track for the boom vang traveller—the main sheet falling to the aft beam track and traveller—the sail camber control mounted on a clue track. Notice the 7-ft. long tiller extension.



TOP: Close up of *Unicorn's* camber control track and traveller. Although the aft beam on this boat is a "mast" section the production boats use 2-in. diameter round tube.

BELOW: John Airey travelling well in Jack Neale's *Solitaire* with "Lady Helmsman" style wing mast by Austin Farrar. The raised centreboard shows how far aft the centre of lateral resistance has to be to achieve sail balance with this rig.