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# GALION

A Yachts and Yachting Test

HANNAY MARINE LIMITED

~~Burford, Oxford,~~  
~~28 Marlton Avenue,~~  
~~Chislehurst, Kent, W4.~~

GALION YACHT  
BURSLEDON BRIDGE,  
SOUTHAMPTON, ENGLAND  
Bursledon 2253

**T**HE Galion made her first appearance on the yachting scene some three years ago. Then she was in wooden prototype form and a lot of work has been put into this original conception to produce the all-glassfibre production boats. This year, sailed by her designer Ian Hannay, a Galion won the Round the Island race. This performance could be said to have set the seal on the development work that has been done over the past three years.

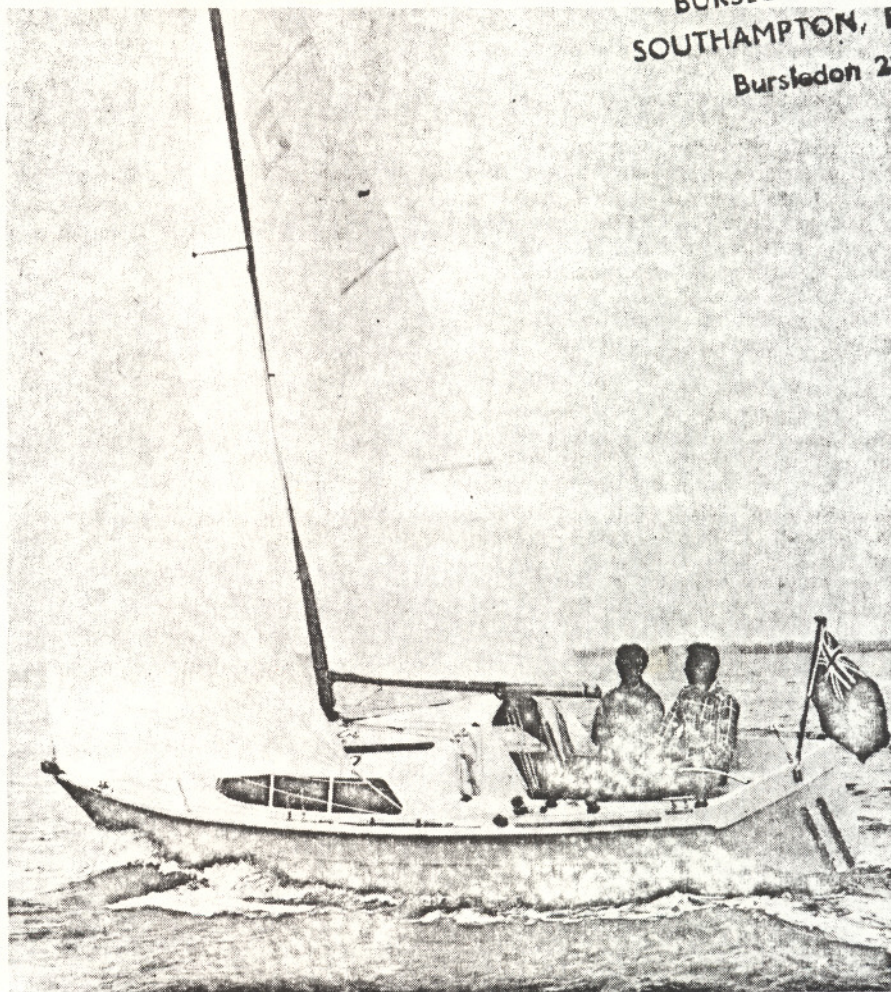
## CONSTRUCTION

The hull is moulded to a high standard and to Lloyds requirements by Robert Ives of Christchurch, and comprises the usual two mouldings bonded and bolted together at deck level with a separate internal lining for the coachroof. There is a knuckle in the hull which extends all round about six inches below the gunwale for added strength, and again in the interests of rigidity, access below is provided for only by an opening in the after bulkhead under a raised portion of the coachroof itself. Particular care has been given to strengthening the coachroof beneath the mast step by means of a heavy laminated beam bonded into the moulding and supported by two heavy timber posts incorporated into the central bulkhead itself. Additional fore and aft beams are bonded between the two skins of the coachroof for yet more strength.

Approximately 1800lb of iron ballast are moulded into the keel giving a ballast ratio of about 45%. The hull is easily driven and features a particularly high turn of bilge. The rudder is mounted on a shallow skeg which is carried forward to the keel and incorporates a fairing for the propeller shaft, but which only blanks off the top half of the two bladed propeller when under way. Forward, the entry is fine and merges into a deep forefoot. The designer has been careful to ensure that the yacht has a fine performance and, to this end, he refrained from packing the maximum accommodation into the minimum overall length.

## DECK LAYOUT AND COCKPIT

Unlike those which govern the larger RORC yachts, the JOG rules permit a pulpit to be mounted inside the forestay, and this difference is taken advantage of in the case of Galion to allow a large and low cut genoa to be set to best advantage, but with some inevitable sacrifice of working area on the foredeck. The single railed pulpit is high and gives a good sense of security. Deck fittings forward comprise a stemhead fitting and two heavy 6in cleats mounted on either side, with



The test showed that the boat was easily driven, sensitive and very close-winded indeed. The helm remained extremely light at all times. Photos Biscoe

lips extending well down over the deck edge, and a chromed screw-down vent admitting air to the forepeak.

## FOREHATCH

Moving aft, the side decks are on the narrow side, but this is compensated for by the marked degree of tumble-home on the sides of the coachroof itself. The toe rail at the deck edge is deep enough to give a good grip even when going forward to leeward so that speedy and safe access forward in a seaway presents no problems. The forehatch is mounted on the coachroof forward of the mast step. Whilst this has a deep coaming and is well sealed with rubber strip when closed, the lip of the hatch is on the shallow side and on occasions fouled the jib sheets when going about. A rather deeper moulding fitting flush with the deck itself would overcome this. Teak handrails and two large

stainless steel Tannoy vents are mounted in the coachroof itself.

The cockpit is about six feet overall and is carried both right aft to the forward sloping transom and right out to the yacht's sides; the side coamings are deep enough to incorporate useful lockers for small items of ready use gear. Lockers with moulded hatches occupy the space below the side benches aft of the quarter berths, and under the stern seat. These lockers have all-round drain channels which discharge overboard to prevent water finding its way below. The coamings are well sloped outboard for comfort and, in addition to the lockers, serve as convenient mountings for all necessary winches and cleats. A single one and a half inch drain is fitted at the after end discharging through the transom. An ensign staff socket is mounted on

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