

# GALION

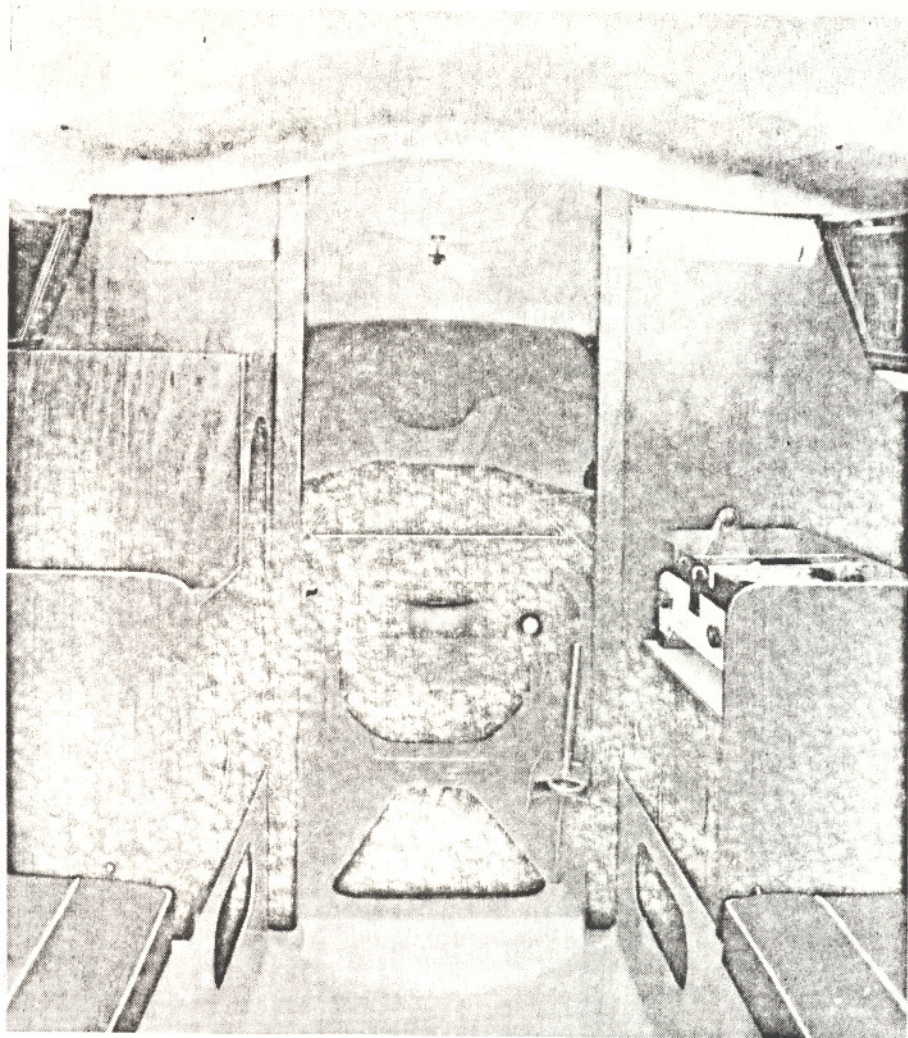
the after coaming and the stern light is mounted externally on the transom. Port and starboard navigation lights are fitted on the outside of the cockpit coaming about 2ft aft of the bulkhead and whilst this position is somewhat unusual, the low cut genoa would render them quite invisible if mounted on the coachroof further forward. The external forestay makes it equally impractical to mount them on the pulpit. Apart therefore from additional sailing lights at the mast head, there is really no alternative position. ▸

## SAILS AND RIGGING

Galion is rigged as a seven-eighths mast head sloop with single forestay and backstay, one pair of cap shrouds and one pair of lower shrouds. The backstay is secured by means of a lanyard which allows for some adjustment and enables a degree of bend to be induced in the mast if required. An inner forestay can also be fitted as an extra. Mast and boom are of anodised aluminium alloy by Ian Proctor and roller reefing is standard. The standing rigging is of stainless steel wire and running rigging of pre-stretched Terylene rope. Halyards are internal and in addition to the normal controls as mentioned above, a Cunningham eye is fitted to the luff of the main as standard and an adjustable clew line on the mainsail led forward via a sheave at the after end of the boom. The controls for the Cunningham eye, roller reefing control line and kicking strap control line, as well as the halyards, are all led back to cleats mounted on the after end of the coachroof and are easily reached from the cockpit.

The jib sheets are led via the normal sliding lead blocks mounted on tracks on the deck edge and led to two Barton winches mounted on the cockpit coamings. The four part mainsheet is secured to the boom by a heavy duty claw ring and carried down to a length of 'H' section track mounted on the bridge deck. The track is fitted with the normal controls to limit the travel of the slide. The sheet is secured by a cam cleat mounted on the lower block. From the foregoing it will be clear that an unusual degree of control of the sails is provided as standard, so that the dinghy sailor who has graduated to a small cruiser and is used to playing tunes with various controls will have plenty to keep him busy.

It was also noted on the boat tested that an additional length of track with its own lead blocks had been fitted on the deck edge right aft to permit



The fo'c's'le contains two berths with a Simpson Lawrence SL 400 toilet fitted between them and an additional cushion is supplied to convert this arrangement to a double berth if preferred. The galley is to starboard and a dresser is to port to provide working space for the cook or double as a chart table. Note the small hanging locker to port.

the sheeting of a very large penalty genoa which is offered as an extra. It appears that the penalty incurred by the use of this unusually large sail can, under certain conditions, be more than offset by the additional drive that it will provide.

## PERFORMANCE

Trials were carried out in the Solent in a light breeze of Force two to three which did not really give Galion the best opportunity to show her full performance. This can only be said to be a matter of regret in the case of a boat which is clearly designed to be sailed and sailed hard. It was however abundantly clear that the boat was very easily driven, unusually sensitive, and very close winded indeed. Carrying full main and genoa the speed of rotation of the Walker Log indicated that she was making about four knots to windward, and with a rather fluky breeze her response to any slight variation in wind speed was immediate. What proved to be quite surprising was that repeated tests indicated that

the yacht's head altered only 83° or 84° between tacks. Experiments with the Cunningham eye and the adjustable backstay also indicated clearly that these controls could have a very marked effect on her performance.

The boat was of course at no time pressed, but the helm remained extremely light at all times with sufficient feel for adequate control, and no indication that it would develop excessive weight under rather harder conditions.

The yacht was very quick in stays and required smart action on the part of the sheet hand to secure the foresail in time to take the best advantage of this characteristic.

Under these conditions of course it was not really possible to test either the feel or performance of the boat on a dead run, but a short distance down wind under these conditions confirmed that she appeared to sail steadily and lightly and required no effort on the part of the helmsman to keep her on course.