

ACCOMMODATION

There is no after hatch as such to give access below decks, but only a raised portion of the after cabin bulkhead which is secured by slides when at moorings. Whilst the design has been adopted in the interests of stiffness and strength, it is not quite so easy to use as the normal sliding hatch arrangement. Once below however, the accommodation is airy and laid out on a semi-open plan system with a single half bulkhead beneath the mast step.

FO'C'S'LE

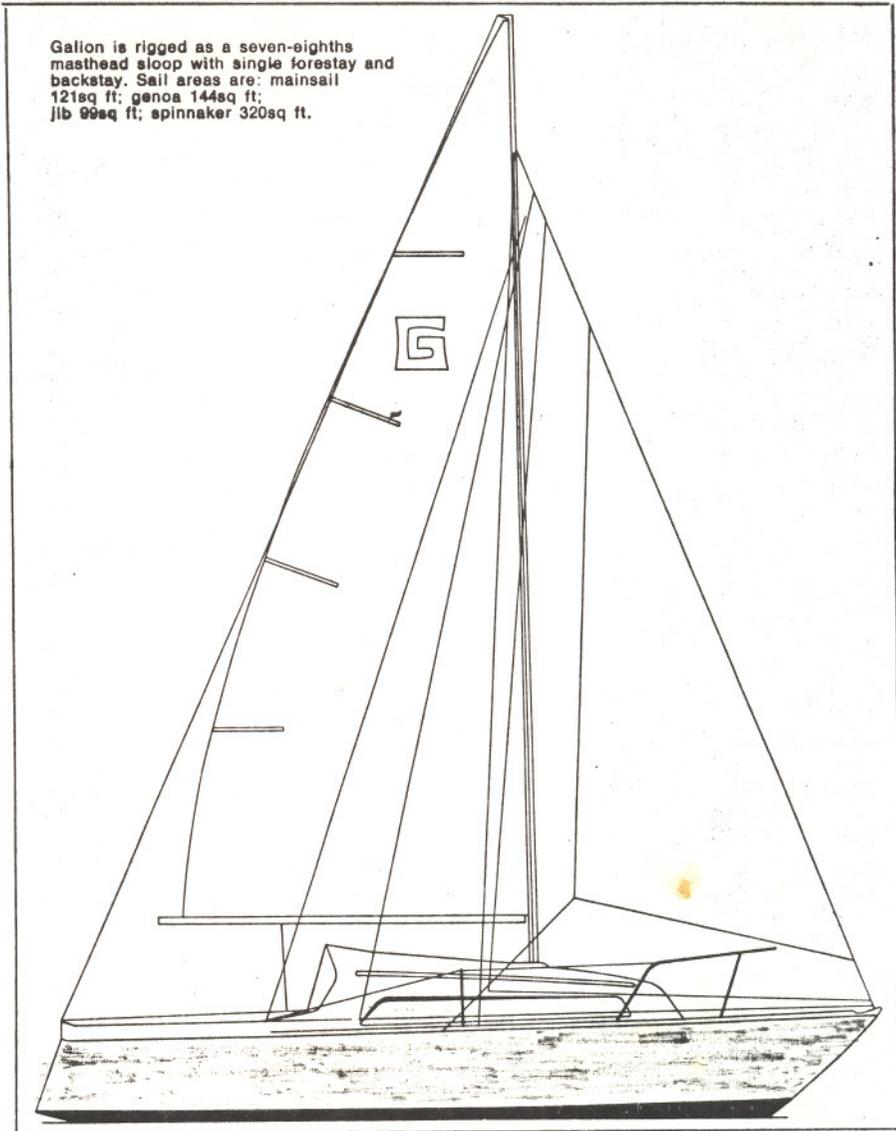
The fo'c's'le contains the usual two berths with a Simpson Lawrence SL 400 toilet fitted between them and an additional cushion is supplied to convert this arrangement to a double berth if preferred. On the yacht's sides beside the berths, open ended vinyl bags are fitted which provide dry stowage for bedding by day and for clothes by night; similar bags are fitted beside the saloon berths. A single screw-down mushroom vent is fitted right forward which will provide for some circulation of air throughout the length of the boat at moorings, but it is probably inadequate if both fo'c's'le berths are occupied at night.

Stowage for two Danforth type anchors is provided on either side of the cabin sole at deck level, and a locker in the bilge provides stowage for warp or a short length of chain. Alternatively, a chain pipe can be fitted as an extra with normal stowage for a greater length of chain forward of the berths. Moving aft into the saloon area, there are two quarter berths which project well forward and provide comfortable seats by day. Forward of these berths is a galley to starboard and a dresser to port to provide working space for the cook or double as a chart table. The boat tested was in fact laid out on the Scandinavian plan which embodies a small hanging cupboard to port opposite the galley and, consequently, a reduced area of working space. This is not standard in boats supplied for the home market.

The galley is fitted with a two burner alcohol stove and an exceptionally good stainless steel gimbal with adjustable fiddle which is made up to the builder's own design. There is good stowage space in two lockers beneath the cooker itself and additional space for food behind. Good stowage space is also available beneath the berths, the framing of which is a glassfibre moulding.

At the after end there is a fairly large engine casing which embodies a plastic sink in its top with a pumped water supply from separate cans.

Galion is rigged as a seven-eighths masthead sloop with single forestay and backstay. Sail areas are: mainsail 121sq ft; genoa 144sq ft; jib 99sq ft; spinnaker 320sq ft.



Metal framed windows are fitted as standard and the general finish of the accommodation is pleasant and airy with well finished varnished timber work and well moulded interior lining to the coachroof. Stowage is basic, but there is plenty of it and owners will no doubt be able to add to this with additional small shelves and so on to meet their own needs. One noticeable omission however appeared to be no form of permanent chart table which is something which we would have expected to find in a boat primarily intended as a small offshore racing yacht.

NO ENGINE

All boats are supplied complete with stern tube fitted and engine bearers moulded in for the 6hp Vire inboard installation. It was not possible to test this unit during our trials as the boat provided was fitted with a Seagull outboard only, being primarily intended for racing and not cruising. In what is undoubtedly a very easily driven hull however, there is little doubt that the Vire engine should give a still water speed of up to about six knots. The

total cost of this unit installed is only approximately and represents very good value for money indeed.

CONCLUSIONS

Galion is undoubtedly one of the most interesting small yachts that we have tested, having been developed to obtain the best possible performance within the limits of her overall size. Even so the yacht makes a comfortable cruiser and is capable of making impressively fast passages. Below she is comfortably laid out and whilst one must make the usual comment that four people into 22ft does not really go, there seems no reason why three people should not cruise for fairly lengthy periods in reasonable comfort.

With regard to cost, the boat is available in virtually any stage of construction from a bare hull at through to a well equipped version which is referred to as the 'Offshore Galion' at which includes all items included in our standard inventory. The recommended inboard Vire 6hp motor is modestly priced at complete with electric starting.