

The Designer's Story

Following the design of Halberdier which was proving most successful (1968 Boat of the Show Winner at Earls Court, London), I was asked by Eric White of Marine Construction (Woolston) Ltd. to prepare a design for a 30 ft. motor sailer.

The requirements were for a deep sea yacht with a character of its own, of unusual but advanced design emphasizing the luxury, comfort and space of a yacht much larger than her size. With the increasing cost of harbour dues and marina berths, this made sense.

The demand for a genuine motor sailer capable of extended cruising under sail, power, or both, even under adverse conditions, dictated tough glass fibre construction. The long experience of Marine Construction building in this medium was a guarantee of first class workmanship and durability.

The centre cockpit layout was chosen for the following reasons:

Safety at sea with a minimum of motion which is therefore less fatiguing on a long trip. The importance of this point cannot be overlooked bearing in mind that the more mature couple with family may be handling this yacht. The centre cockpit also allowed the use of a substantial wheel house without upsetting the yacht's characteristics and profile. It cannot be emphasized strongly enough the advantages of a wheel house in our European sailing environment (there is a wrap round windscreen for those with more amiable sailing conditions).

The yacht was a most interesting design challenge. Accommodation was planned for six people with emphasis on the owner's state room. To achieve spaciousness in this respect I chose a poop cabin layout. An arrangement that is becoming quite popular with many new motor sailers (reminiscent of the days of Henry Morgan).

To keep the yacht dry at sea and spacious below I have used adequate freeboard and deep bulwarks at the same time retaining first class sailing qualities and a high degree of efficiency under power (on trials the yacht reached its maximum hull speed at three-quarters throttle). A 36 h.p. Perkins 4107 diesel engine complete with heat exchanger and alternator, with 2 reduction driving a three bladed propeller was the power choice for the yacht. This unit is flexibly mounted with two flexible drive couplings and an intermediate lay shaft cutting vibration to a minimum. The engine compartment is sound insulated with 2" fibre glass and perforated boards restricting noise level to a minimum.

The large saloon has seating for up to six people and the telescopic table arrangement converts to a double berth with ease.

There is a good size galley with stainless steel sink, ice box and gas oven or alternatively a gimballed Argyll two burner gas stove with grill providing excellent cooking facilities. Headroom is excellent, 6 ft. plus throughout the main part of the vessel. A separate toilet compartment provides complete privacy and includes a washbasin.

Claymore is available with two sail plans, the first has a simple mast head sloop rig with a boom staysail. This would be my personal preference, simplicity being the keynote. This arrangement gives ample space on the aft deck. However, I appreciate that many people prefer a ketch allowing for a greater variety of sail combinations. Both plans will give the yacht a sparkling performance under sail combined with ease of handling.

From the very onset, the whole interior and exterior has been planned to keep maintenance to an absolute minimum. The hull and superstructure are one piece moulded units and are impervious to marine borers, free from rot and watertight. The impersonal appearance so often associated with fibre glass construction is overcome by the judicious use of teak mouldings wherever possible.

Below extensive use is made of modern material allowing the mate to keep the yacht shipshape and Bristol fashion with little effort.

The forward cabin is light and airy, as full headroom with two 6 ft. plus berths, with ample stowage and locker space. The translucent forehatch above opens direct to the deck and two windows are arranged in the coachroof sides. This is separated from the main saloon by a sliding door.

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