



Ron Holland Design

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'Eygthene' - if you say it with a strong New Zealand accent, you can make it sound like 'eighteen', the magic figure of the I.O.R. rating for the Quarter Ton Cup, smallest of the fixed rating competitions. Ron Holland is a young New Zealander currently working as a yacht designer in the United States. Last autumn he was instrumental in persuading the St. Petersburg Y.C. to stage a series for this size of boat and having done so he immediately set to work to design and build the boat on this page. Eygthene was launched just two days before the series and came to the line for the first race on December 4 with everyone still busy hammering and screwing on fittings. However it seems that she was gradually sorted out during the following week because her finishing places were 4, 3, 2, 1 making her overall winner by a small margin from the San Juan 24 Seaducer. Although the St. Petersburg series was held in light airs, the plans of Eygthene show a very powerful little boat. She was one of the heaviest present at 4,300 lbs. including 2250 lbs. ballast, in addition to which she has strongly flared topsides. A waterline beam of 6 ft. 9 in. is pulled out to 9 ft. 8 in. at the deck in order to make the best use of the crew's weight. In consequence of her heavy displacement, the Rule allows her the relatively generous sail area of 270 sq.ft. One advantage of choosing a fairly heavy displacement, is that the boat is much better able to adapt to cruising. For instance, the plans show an inboard engine and fitted w.c. A lightweight flier is much less able to accept the extra weight of normal cruising gear. It used to be said that the best racing boats made the best cruising boats and although that kind of statement is generally greeted with derision these days, it is still true in some ways. In this case the wide beam which the designer uses in order to make the best use of crew weight, mean that there is a great deal of usable volume below deck. The rig and deck layout was devised in consultation with sailmaker Warwick Tomkins. The shrouds are set very well inboard, passing through the heavily cambered flush deck to securing points below. The cockpit is fairly small and the helmsman and crew sit on the deck, keeping them high and outboard. The main hatch has been made into a 'control centre'. Winches are grouped around it and all sail trimming is normally done from this point by a crewman who stands on a platform which also serves as chart table. The original boat was built of balsa-cored glass fibre sandwich, a form of construction which is particularly stiff, but fairly expensive. Boats are now being produced, with the same construction, by Surfrider Marine of Tampa, Florida under the class name Kiwi 24. It is interesting to note that since the Florida series in the winter, there has been another Ton Cups regatta, this time in San Diego, but again with predominately light winds. In the San Diego series in late May, the Quarter Ton winner was the Bruce Kirby designed San Juan 24, runner-up at St. Petersburg. Both boats are expected to sail in the Quarter Ton Cup proper at Weymouth in August. The entry list for the Quarter Ton Cup has forty names on it, and the variety of designs should be really fascinating. At this, smallest IOR level rating size, designers are much freer to experiment than they are, say, in the Admiral's Cup. For one thing the boats are relatively inexpensive and for another, they are not too hard to alter in the light of experience. If the present momentum of interest is maintained, the Quarter Ton Cup could prove to be a real powerhouse of design development.

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