

New rocket dinghy set for liftoff



by Nick Benfell

The twin trapeze 14 ft blast machine complete with spinnaker prod and 300 sq ft spinnaker is about to burst onto the New Zealand dinghy sailing scene. The introduction of this flying machine comes at a time when dinghy sailing is having a marked increase in popularity.

With little advance publicity 30 dinghy sailors met at the Auckland Sailing Club to discuss the proposed 14ft class. This was a serious and capable group of well known dinghy sailors with a swag of national titles and exploits enough to fill a book. The evening was presented by organisers Adrian Hayman and Lindsay Kennedy, with a wealth of information available in the form of videos, magazines and prepared material.

One advantage of the twin trapeze 14 discussed was the elimination of the midjet skipper/gorilla crew combination needed to be successful in many trapeze classes. The Hayman/Kennedy concept is to marry the International and Australian 14s to produce a boat eligible to compete (with minor modifications) in both classes. The trend

has for some years been to "merge" the two classes and informed opinion was that it would approach the Hayman/Kennedy concept provisionally called the New Zealand International 14. They had gone to some effort to produce a draft of the proposed New Zealand 14 restrictions, these should be available shortly.

The International 14 is arguably the world's largest dinghy class and is particularly strong in Britain, the United States, Canada and Japan. It has a record of being at the forefront of dinghy development particularly in the northern hemisphere and in its present form is one of the fastest sailing dinghies in the world. It is a far different boat to the International 14 without trapezes and buoyancy tanks

A Canadian International 14 complete with prod and 300 sq ft masthead asymmetrical spinnaker.

'TORAY' Sail Cloth not only wins races — it lasts!

TORAY were established in 1926. A company of diverse interests and leaders in their fields.

TORAY sail cloth has been comparison tested against a major U.S. brand by the D.S.I.R. Ask for the results.

TORAY sail cloth has LESS STRETCH.

TORAY sail cloth LASTS LONGER.

TORAY sail cloth WINS RACES.

TORAY sail cloth used by RACING & CRUISING ENTHUSIASTS.



ASK YOUR SAILMAKER FOR 'TORAY' SAIL CLOTH.



An American International 14 competes in the 1987 International 14 ft Worlds at Lake Inawashiro, 150 miles north of Tokyo, Japan. Note the twin trapezes and open layout.

that was known in New Zealand a couple of decades ago.

The similar Australian 14 is possibly even more advanced and is enjoying a period of growth. Australian 18 foot sailors tired of the horrendous coast and sheer effort needed to campaign a top 18 are turning to the 14 for an exciting sail.

What is the difference between the two classes? Very little actually. By far the larger class the International 14 hull rules are slightly more restrictive than the Australian 14. The International 14 is 150mm wider than the Australian 14 at the chine at mid length and 150mm narrower at the gunwale.

The International 14 is heavier at 200 lbs with the Australian 14 weighing in at 140 lbs and for comparison a Javelin at 155 lbs. The floor rise at the chine is about the same for all three designs, the Javelins being about an inch higher than the International

14 and the Australian 14s being some 100mm inboard of the International 14s. Interestingly the midlength floor section of the top Australian 14 design, Wedgewood/Old Wedge, if extended from the chine along its natural curve would meet the International 14 restrictions. That apart, the International 14 is an open boat the Australian half-decked Javelin style.

Working sail areas are virtually identical though spinnakers (gennakers) are 200 and 300 sq ft. International 14s in Canada use 300 sq ft spinnakers and it is expected they will be adopted world wide. For comparison the International 14 restrictions produce a hull, below decks, of similar proportions to a Javelin.

But it was the concept of the 14 that appealed to the group. Two hundred sq ft of working sails, 300 sq ft of spinnaker set on a telescoping prod and twin trapezes on a 14 foot missile-

like hull spells nothing else but speed and excitement. This was the boat they wanted to sail.

The New Zealand 14 philosophy as suggested by Hayman-Kennedy, is to build and develop a high performance low cost 14 ft class which may compete as an International 14 and as an Australian 14 — to therefore have the best of both classes and be the first country to have what is believed will be the eventual merged class. A building scheme is to be set up to build a modified Gus MacClennan Australian 14 Wedgewood/Old Wedge design widened at the chine at mid-length (to fit International 14 restrictions).

The cost of such a boat was estimated at around \$8,000. This would produce a hi-tech boat with all the goodies. Others, particularly one sailor who has experience building and sailing Cherubs and Rs, felt he could

put a competitive boat in the water for a lot less.

There was some disagreement as to what form the introduction of the class to New Zealand should take. Many were in favour of the Hayman/Kennedy New Zealand 14 proposal, others favoured a wider approach. A pro-Australian 14 faction was afraid that in the first inter-dominions in Auckland scheduled for April-May 1989, the Australian 14 (because of its narrower chine restriction) would be faster. A debatable point and not one borne out by fact. A Canadian competitor put a 300 sq ft spinnaker on his International 14 and entered the Australian 14 championships. With no chance to really get to grips with the bigger spinnaker he finished sixth in a fleet of 56 boats.

It was felt that strong leadership is needed by the New Zealand 14 association if the class is to prosper. On the international scene local developments will be closely monitored with regard to the eventual merger of the 14 classes.

One proposal was to create hull categories. For example Category 1 hulls would comply with International 14 restrictions. Category 2 hulls would be those that complied with any other Pacific Basin national 14 ft monohull class hull restrictions. Category 2 hulls would be specifically aimed at Javelins as it is felt some Javelin sailors would like to experiment with big rigs and twin trapezes before going the whole way. Category 1 hulls would stick to International 14 policy where as Category 2 hulls would have a reviewable sunset period of two years and only race locally.

While Hayman and Kennedy have their sights set firmly upon the Auckland interdominions in April-May 1989, and the world individual and teams contest in August-September 1989, in San Francisco others at the meeting were primarily interested in high speed excitement in their local weekend racing with the inter-dominions and internationals not a great factor. Many at the meeting felt there would be considerable interest in the 14 in the other centres — particularly Napier and Wellington.

Since this meeting took place an association has been formed. Information can be obtained from New Zealand 14 foot Association, 152 Forrest Hill Road, Forrest Hill, Auckland.

Model DMLC3000 — NEW LIQUID CRYSTAL with Super twist blue on yellow display. Features depth, boat speed and water temperature etc. on 3 separate selectable displays. Very easy to read in all conditions and angles. Depth to 250 metres. Draws only 0.6 Amps.



was \$1045
NOW ONLY
\$813

FULL COLOUR DEPTH SOUNDER AND FISH FINDER
NOW ONLY \$995 (was \$1268)



'Seaking' model DM1800 from Hakuyo of Japan

MODEL 20/20 Video Depth Sounder & Fishfinder, Amber Screen, Range to 250 metres. With speed & water temperature functions. Reduced to \$813.

MODEL 200 Without speed but WITH water temperature function. 100 Watt of power. Reads to 200 metres. Reduced to \$632.



Colour model also available.

Depth Sounders are guaranteed by TISCO Ltd. and a written Service Contract is issued with each unit.

Contact the NZ distributor for a brochure and name of your nearest dealer.
ELECTRONICS INTERNATIONAL LTD. Call into our Showroom.
19 Barrys Point Rd. (opp. AWL) TAKAPUNA
Phone Auckland (09) 495-123 or 478-3695.

ALL PRICES PLUS GST

Recognised
member of
Boating
Industries
Association
NEW ZEALAND