

A Look at the 'Elizabethan 35'

ten months after Her First

Appearance

THE 'Elizabethan 35' has followed up the initial success of her début at the 1965 International Boat Show with a good first season's sailing during which she has consistently finished 2nd and 3rd in her class in almost all the races which she has entered. There seems little doubt that this 6-berth class III Ocean Racer is in fact under canvassed. This point was rather highlighted during the One Ton Cup selection trials. Apart from this fault which is being rectified by introducing a mast which is 18 in. longer in all new 'Elizabethan 35s', this design of Kim Holman's built as a production boat in glass fibre by Peter Webster Limited is a winner from the racing man's viewpoint and near perfect for the cruising man who wants five or six berths combined with high performance.

The 'Elizabethan 35' was introduced at this year's Boat Show at the general request for a big sister for the 'Elizabethan 29'. She was designed by Kim Holman and is constructed solely by Peter Webster Limited of Lymington. 34 ft. 7 in. long overall, 25 ft. on the waterline with a beam of 9 ft 1 in. and draft of 5 ft 10 in. she is a stiff yacht of 10 tons Thames Measurement, with an excellent performance to windward. She is constructed of three mouldings of glass fibre reinforced Polyester resin. The single hull moulding incorporates the keel in which the internal ballast is placed in the form of large lead castings. The deck and coachroof are incorporated together in the second moulding while the self-draining cockpit is the third unit. The normal aluminium alloy mast and spars, stainless steel standing rigging, Terylene running rigging—winches, fairleads, cleats, lifelines, stanchions, etc., by Lewmar Marine Ltd.—completes the equipment above deck which is designed for functional efficiency. Thus this boat has all the features that are required by the racing man both offshore and around the buoys. These same features make for easy handling and uncluttered deck when cruising.

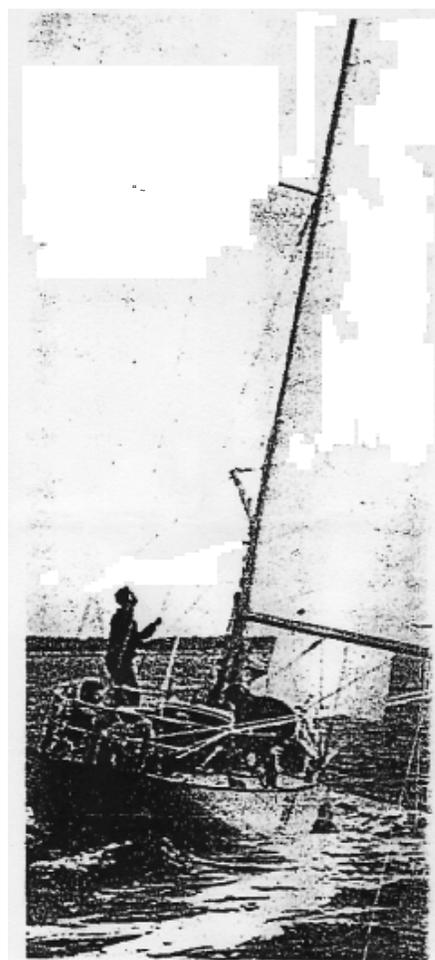
The rot proof, rust proof, erosion proof and almost everything else proof hull, deck and fittings cut maintenance to a minimum as well as giving greater efficiency. However, what would otherwise be a

clinical and stark appearance is softened to a point of genuine beauty by the teak trim around the toe rail, cockpit, hand rails, etc.

Below decks the emphasis is on comfort. Two alternative layouts are available giving practical accommodation for either five or six people. The forward cabin with two berths is separated from the saloon by a toilet compartment complete with basin, W.C. and locker, etc., to starboard and a hanging locker to port. The main saloon has table with folding flaps in the centre. To port is a settee berth with stowage space behind. Aft of this is the well equipped galley with gimballed gas cooker, stainless steel sink, etc. To starboard a settee berth pulls out to give a comfortable width for sleeping. Behind it is a pilot berth. Aft of these two berths is a fixed chart table in the five berth model and a folding chart table with a berth beneath in the six berth model.

Throughout the accommodation is lined with foam-backed leather type PVC which deadens the sound, minimises the chance of being hurt when thrown around in rough seas and cuts out the light which shines through the hull—a factor that is unavoidable in glass fibre yachts. All the woodwork is in teak and items such as the saloon table are exceptional examples of ship's joinery work. Off-white formica is used in the galley and on bulkheads since it is easy to clean and gives a light airy atmosphere. The general colour scheme below is blue and white with teak. Curtains are of blue and 'white material. The upholstery work is in dark blue and rubber backed blue nylon carpets are available if required. This accommodation, the colour scheme and plan of which have been carefully thought out by yachtsman and their wives is accepted as one of the finest examples of practical comfort in a yacht of limited size.

The 'Elizabethan 35' uses a marinised Ford 105 E petrol engine for auxiliary power. Navigation lights and lighting below are electrical with power drawn from the battery which is charged by the main engine. Two Henderson diaphragm bilge pumps are fitted and the boat supplied complete with such details as Sestrel compass and 35 lb. anchor with 25



fathoms of chain, but excluding sails, costs £7,500. A cheaper model with a five berth layout only and omitting several of the luxuries is available at £6,750.

During the past season the 'Elizabethan 35' won the Mersea-Ostend Race and in her class was 2nd in the Cowes-Cherbourg, Round the Island and Woodbine Races and 3rd in the Morgan Cup, Queen's Cup and Royal Thames Yacht Club Race at Cowes. She was also 4th overall in the Queen's Cup. With the longer mast and increased sail area, she should have a better rating/performance ratio and produce even better results during the 1966 racing season. She will then be fractionally below the 22 ft rating and ideally suited for the One Ton Cup and other boats for boat events of a similar nature. The 'Elizabethan 35' has already proved herself popular and there is little doubt that this popularity will increase. Thanks to the initiative taken by Le Cercle de la Voile de Paris in introducing the One Ton Cup it seems certain that there will be many unhandicapped events in the future for yachts of 22 ft rating for which the 'Elizabethan 35' is an obvious choice.

