

performance
cruisers

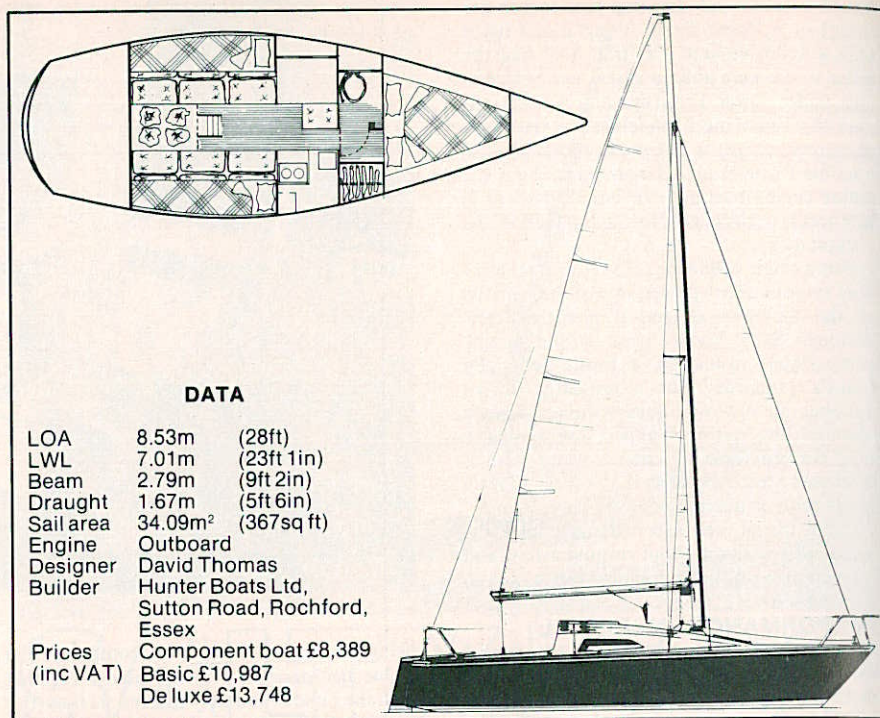
Hunter Impala

RECENTLY CHOSEN by the OODC as one of their three Offshore One-Designs, the 28ft Thomas-designed Hunter Impala satisfies the role of a cruising yacht functional both at sea and in port and also a fast racing boat competitive in open events as well as IOR and One-Design racing.

The hull shape is not extreme. A soft entry to reduce pitching, running aft into a wide and flat underbody, provides good offwind performance whilst the 9ft 2in beam and more than 40 per cent ballast ratio makes the boat quite stiff. The narrow fin keel and unprotected transom-hung rudder blend well with the boat's racing design, although the cruising orientated owner might not feel so happy with them. All bulkheads, stiffeners and structural parts of the internal furniture are bonded in when the hull is still in the mould so as to maintain uniformity of shape.

The 7/8ths rig, as well as being competitive and easily handled, is very economical in terms of sails and deck gear. Strict class rules limit the number of sails carried and cloth weights of each. A simple tackle operated adjustable backstay controls mainsail shape, and shrouds comprise two uppers and two lowers on fixed, swept-back spreaders.

In the foredeck, a moulded locker can be used for either sail or anchor stowage. The decks and coachroof have a moulded sand grain finish, the sidedecks being wide and easily worked on. The cockpit is laid out with an outboard well right aft with lockers



DATA

LOA	8.53m	(28ft)
LWL	7.01m	(23ft 1in)
Beam	2.79m	(9ft 2in)
Draught	1.67m	(5ft 6in)
Sail area	34.09m ²	(367sq ft)
Engine	Outboard	
Designer	David Thomas	
Builder	Hunter Boats Ltd, Sutton Road, Rochford, Essex	
Prices (inc VAT)	Component boat £8,389 Basic £10,987 De luxe £13,748	

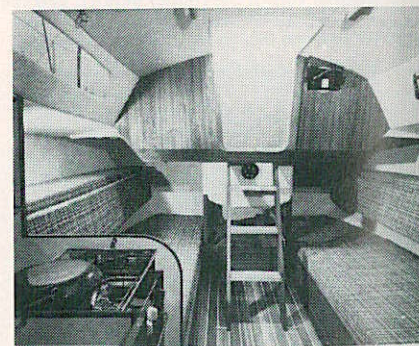
on each side of it, contoured side benches and a fairly deep well draining into the outboard locker and then overboard.

The accommodation provides six berths, two in the forecabin, two settee berths in the saloon and a further two pilot berths above those. There is full standing headroom aft, and ample sitting headroom under the side-decks. Considering her size, we felt that the galley could have been larger, although extra working space can be provided in port by using the large folding chart table opposite. A separate heads compartment is situated between the saloon and forecabin with a hanging locker opposite. Stowage in general is good, particularly since the sails need not be brought into the main living area, stowing instead under the cockpit where an inboard motor would normally be.

Although not a new idea, the Impala's auxiliary unit is simple and effective. An outboard motor is installed in a well aft, thereby bringing the propeller forward into deeper water (in the position an inboard's propeller would be) where it will be most efficient, and by using a clever mechanism the outboard can be lifted and the hole it protrudes

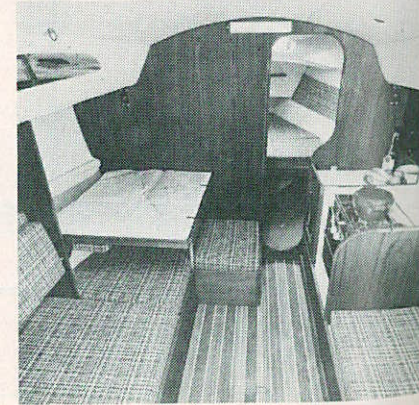
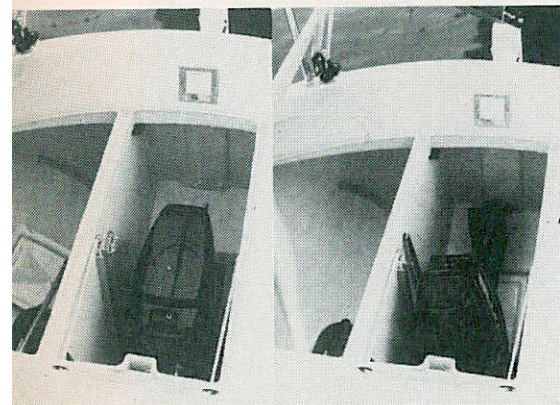
through plugged for no drag whilst under sail.

The OOD concept of the Hunter Impala makes her an excellent all-rounder, and as a result of a healthy One-Design fleet she will not be obsolete in a couple of years' time, making her resale value more or less assured. The accommodation is not as comfortable as other boats of her size but is nevertheless functional and adequate. Available in various stages of construction, the Hunter Impala should appeal to many yachtsmen. GP



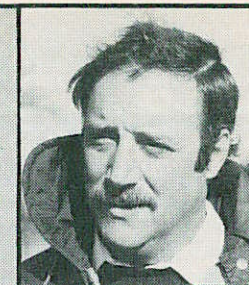
Above, looking aft, the backrests fold up to add width to the pilot berths. The sail stowage bin is behind the companionway steps. Below, the main saloon showing the galley and folding chart table

Below, from the lowered position (left) the outboard's sliding bracket is hauled up with an endless lanyard, tilted, and lowered back down into the locker (right). The plug is then wedged over the hole with the aid of an L-shaped locking bar



Around the Courses

News, views and comment on the offshore racing scene by *The Daily Telegraph* Yachting Correspondent TONY FAIRCHILD



Sardinia Cup Success

THE SARDINIA CUP, a four-race series for three-boat international teams based on the Admiral's Cup and promoted by the Aga Khan at his new Porto Cervo development on the Costa Smeralda, was an unqualified success. There were some grumbles, by crews about the absence of a Cowes Week-like beer tent and lack of public transport, and disappointment that the courses produced almost only off-the-wind sailing. But the twelve teams, some excellent sailing, some fine boats and almost all of the best-known offshore personalities from Australia, Europe and the United States did produce an offshore series which could become as important as the Admiral's Cup and which will almost certainly be more important than the Southern Cross series (Australia) or even the Onion Patch Trophy event run in American waters.

Support from the Aga Khan ensured the presence of teams from the United States, West Germany and Britain, and similar support is guaranteed for the next two Sardinia Cup series, in 1980 and 1982. The other participants this year raced for Australia, Belgium, Canada, Costa Rica, France, Greece, Italy, Monaco and Switzerland — though, in truth, many of the boats were chartered from Italy and not many of the yachts of any of the twelve nations were manned by nationals of the countries they were representing.

There was no rule demanding that a percentage of the crew at least were nationals of the countries they represented and the important feature of the first contest, anyway, was to get as many countries involved as possible, in whatever manner, and to this end the organisers were more successful than they had expected, or perhaps even wished.

Does it matter, anyway, whether the boats and crews are representative of a country, was the question posed by those who consider the promotion of a new series more important than true participation by a particular nation. The competition is the important thing, they argue. Certainly there is no real reason why the Sardinia Cup should be run according to the rules of the Admiral's Cup, which is specifically an international team event. Certainly there were aspects of the Aga Khan's promotion which were more convenient than the Admiral's Cup. With a short, inshore race finish to the series, visitors were

at least able to book their aircraft seats for the following day, unlike the Admiral's Cup, the end of which is rendered complete guesswork by the Fastnet being the closing race.

Where the Sardinia Cup could be improved, it is maintained, is by providing Olympic courses for the short inshore races, by perhaps including a further short race and maybe giving different loadings to the longer events; perhaps one and a half points for the shorter offshore race instead of two points, and two points for the long offshore contest instead of three. There are those among the Admiral's Cup 'establishment' who believe that the Royal Ocean Racing Club should introduce a similar 'loading' for the British event — after the style of the Level Rating championships.

The style with which the Porto Cervo development has been imposed so tastefully upon the beautiful and rugged landscape of the north-eastern coast of Sardinia suggests that a beer tent and public transport will be no problem at all.

The question of the nationality of the teams is a much bigger one. My own belief is that since the Sardinia Cup is likely ultimately to develop into essentially a contest involving Mediterranean countries, a requirement for half or threequarters of the crew to be nationals of the country they are representing will do no harm.

Such a limit this year would have made little difference to the Italian team which won and about which there was most criticism. The Italian yachts did include American and British yachtsmen, but in the main the crews were largely Italian with American and British helmsmen and tacticians. Almost all of the navigating was done by the Italians themselves.

There was also the question of 'professionals' or 'heavies' — in the main, in the Sardinia Cup series, the presence in considerable numbers among the crews of experts from the lofts of North Sails. The experts were brought in, obviously, to make boats go faster and it seems to me to be irrelevant from what source they come. Whether anything should be done about the involvement of experts is quite another matter; though it is difficult to envisage how the use of experts by skippers and owners could be controlled if it was thought necessary. A nationality clause concerning crews in international events might restrict skippers to the use of local experts, but there is then the dif-

ficulty of the definition of 'local'. Better surely to leave the problem, if it is a problem, to resolve itself.

Having won the Sardinia Cup in convincing style in September, increasing their lead over the Americans in every race, the Italians are less likely to look for outside help when the series is next run in 1980 — a time, of course, when the Olympic Games and The America's Cup could have an adverse effect on the number of teams taking part. And, incidentally, two events which will cream off a lot of 'heavies'.

The Italians were represented by **Dida** and **Yena**, two identical Doug Peterson two tonners built side by side and using North sails, and **Vanina**, a Scott Kaufman design. **Dida** (Bruno Calindrillo), which was to emerge the outstanding yacht of the series, won the 150-mile first race from the American **Acadia** (Bert Keenan), the boat which was runner-up to the Italian craft also on the total number of points scored.

The course took the fleet of thirty-six yachts from Porto Cervo around the northern coast of Sardinia to Asinara, a small island between Corsica and Sardinia which is used as a prison. Not a place to land! Both on the way to Asinara and on the return to Porto Cervo, the yachts passed through the Straits of Bonifacio where, because of the funnelling effect on the wind of the mountains to the south of Corsica and on Sardinia's northern shore, 75-knot gusts were recorded before the start, which was subsequently delayed.

Though the fleet got away in relative calm, they experienced 50-knot gusts in the straits on the homeward course and torn spinnakers and shredded bloopers were only marginally fewer than the broachings experienced in the first race. Italy had **Dida** first, **Vanina** seventh and **Yena** tenth, while the United States, who filled second place, had **Acadia** second, **Williwaw** (Seymore Sinnet) fifth and **Mandrake** (Pat Malloy) third, 15th on corrected time.

Italy did even better in the second, 32-mile race, with **Dida** third, **Yena** sixth and **Vanina** seventh, while West Germany earned second place with their team of **Rubin**, **Pinta** and **Sisli Champagne**. The Americans were third. The Italians strengthened their grip on the new trophy in the third, 400-mile race to the French coast and back — another fast, off-the-wind exercise — and though **Acadia**