

A. SALUZ



## DESIGNED BY ED DUBOIS

A fast slim yacht with a long waterline for its displacement is not a new idea. Several brilliant designs by Uffa Fox followed this theme in the fifties. Others before this. But with today's advanced composite materials we can achieve astonishing strength for weight which designers in the past could not even dream about. These materials also provide the opportunity to build a yacht that has positive buoyancy, as well as high stability, without hopelessly compromising storage capacity.

*Storm 10* is a fast and comfortable cruising boat. She has been designed and fitted out so that husband and wife can handle her with ease. Capable of long ocean passages, she has light-to-moderate displacement, moderate draft, moderate sail area and a simple rig without runners. Design objectives have been high performance, excellent balance and ease of handling and no consideration has been given to her rating under the International Offshore Rule.

The accommodation offers excellent storage space and full head-room everywhere with two double cabins in addition to the saloon. Standard features include four sea berths and a full size chart table, heated oil-skin locker and a small refrigerator.

The long slim hull and moderate draft provide not only speed but superb directional stability. The high ballast ratio together with the slim hull and high coach roof give high ultimate stability.

*Storm 10* is a simple 'Grand Tourer'. She is not a complex 'Grand Prix' racer. Neither is she the empty shell required to win single handed races today. *Storm 10* is built as a One Design. Owners may thus race each other boat for boat or under the same handicap in a fleet. Her standard inventory is only six sails including storm sails.

Constructed of light foam-sandwich materials, the bulkheads and furniture are part of the structure and the addition of foam in unused spaces gives the yacht positive buoyancy.

### DIMENSIONS

Length overall	40' 0"	12.2 metres
Length waterline	34' 5"	10.5 metres
Beam	11' 4"	3.4 metres
Draft	5' 10"	1.78 metres
Displacement	11000 lbs	5000 kg (172 ft <sup>3</sup> )
Ballast	4620 lbs	2100 kg
Engine	20 h.p. diesel	
Water	80 Imp. G	Fuel 20 Imp. G
Batteries	2 x 102 amp/hour	
Speed under engine	over 7 kts	
Displacement/Length ratio	120	
Sail area/Displacement ratio	18.6	

### THE STANDARD SPECIFICATION INCLUDES:

Spinnaker Gear  
Furling Gear for working genoa  
Trysail track  
Removable inner fore-stay  
Jack stays  
Self tailing halyard and genoa winches  
Anchor locker  
V.H.F. aerial and windex  
Instrument console  
Transom step and ladder  
Liferaft stowage  
Folding propeller  
Two bilge pumps  
Two fire extinguishers  
Self draining gas locker  
Full size chart table  
Refrigerator  
Bottle stowage  
Heated oil skin locker  
Lee cloths  
Battery state meter  
Power plug in cockpit

**N.B.** The owner must make his choice of sailmaker. Price lists from a number of sailmakers will be available. Every sail will have to conform to the One Design sail measurements.

As the boat is One Design, the standard inventory is comprehensive. For this reason the number of optional extras has been kept to a minimum:—

Sprayhood	Navigation Instruments
Screen	Self steering gear
Heater	Anchor winch and chain pipe



## SAIL PLAN

The One Design inventory of only six sails, including storm sails, provides economy and simplicity. *Storm 10* is as simple to sail as the classic *Folkboat*.

The  $\frac{7}{8}$  rig has a small fore-triangle and no runners. Only in force 1–3 to windward will a large genoa be required and this is a very light weight sail that is set flying. This sail is also fine for close reaching.

The One Design working genoa is a moderate size and the furling gear that is part of the standard equipment obviates the need for foredeck work until the wind is strong enough for a storm jib to be required. Even then foredeck work is minimal as the storm jib may be hanked on to the removable forestay whilst by the mast. The high clew of the working genoa provides excellent forward vision.

A trysail track on the mast from deck level is a standard fitting. Thus the trysail may be bent on well in advance of being required and no mainsail slides have to be removed in order to hoist the trysail. Deck work is again reduced to a minimum.

Further safety features include permanent jack stays and a topping-lift that doubles as a spare halyard.

The hull is so easily driven that speed is maintained with a small sail area. There is usually no speed advantage by delaying a reef — indeed the reverse may well be true as well as more comfortable! Reefing pennants and main halyard are led aft so that reefing the main is a quick and painless process requiring only a short trip to the mast to hook on the luff. Reefing the working genoa requires only a few turns on a cockpit winch.

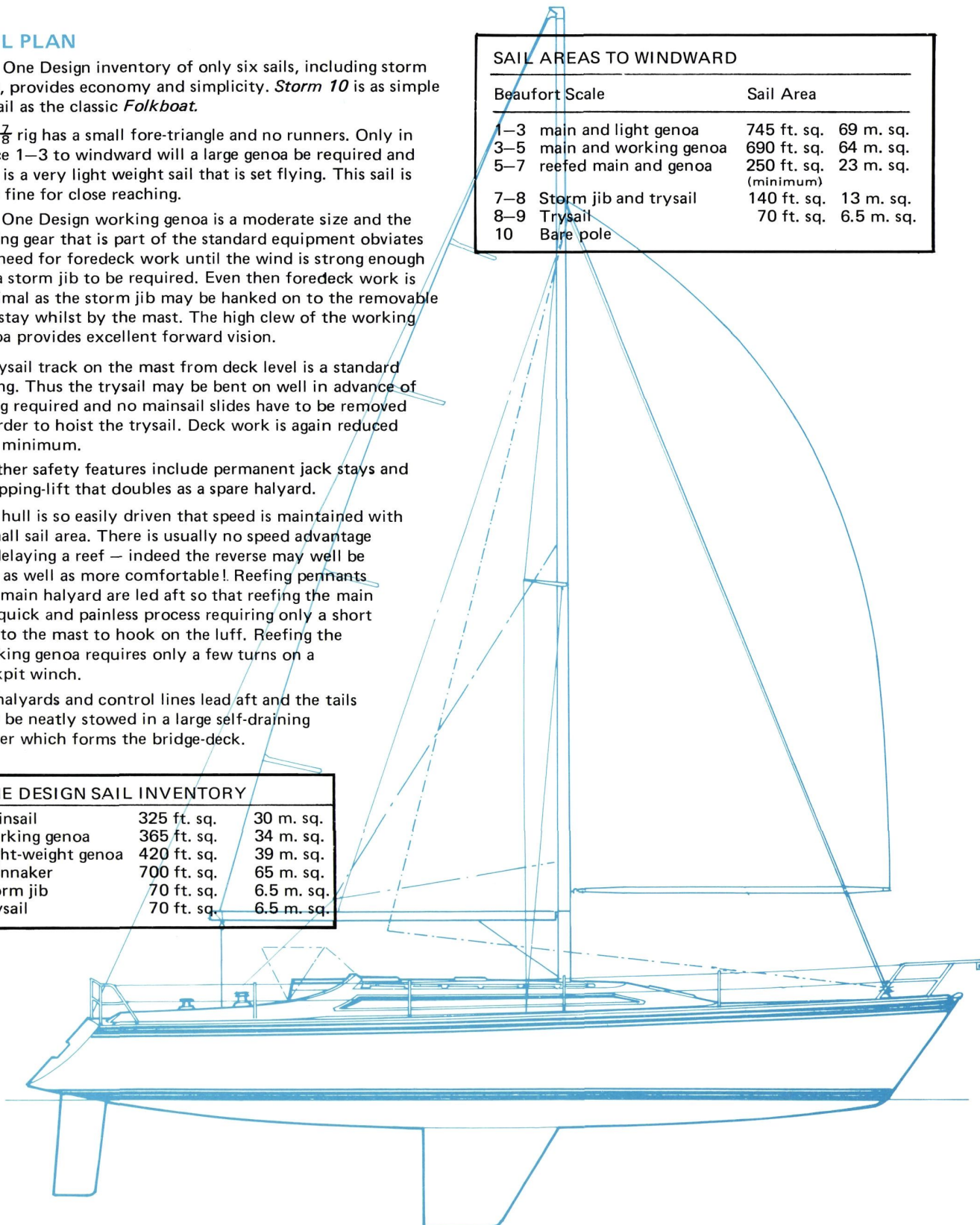
All halyards and control lines lead aft and the tails may be neatly stowed in a large self-draining locker which forms the bridge-deck.

### SAIL AREAS TO WINDWARD

Beaufort Scale	Sail Area
1–3 main and light genoa	745 ft. sq. 69 m. sq.
3–5 main and working genoa	690 ft. sq. 64 m. sq.
5–7 reefed main and genoa	250 ft. sq. 23 m. sq. (minimum)
7–8 Storm jib and trysail	140 ft. sq. 13 m. sq.
8–9 Trysail	70 ft. sq. 6.5 m. sq.
10 Bare pole	

### ONE DESIGN SAIL INVENTORY

Mainsail	325 ft. sq.	30 m. sq.
Working genoa	365 ft. sq.	34 m. sq.
Light-weight genoa	420 ft. sq.	39 m. sq.
Spinnaker	700 ft. sq.	65 m. sq.
Storm jib	70 ft. sq.	6.5 m. sq.
Trysail	70 ft. sq.	6.5 m. sq.





## ACCOMMODATION

The accommodation is constructed from light weight materials without sacrificing comfort and amenities both in harbour and at sea.

The aft cabin has two sea-berths which convert to a double in harbour. The two saloon berths are also excellent sea-berths. Lee cloths are standard. The saloon table folds for easy stowage and also fits the cockpit. A small refrigerator is fitted under the navigator's seat. The chart table will take a full sized admiralty chart.

The toilet compartment is placed aft by the companion way and includes a large heated oilskin locker. The 'U' shaped galley, with cooker, grill and double sink, enables the cook to secure himself at sea.

The forward and aft double cabins are private with plenty of locker and hanging space. Neither cabin is used to work the ship so bunks may be left made up. Both cabins include a trinket tray and mirror.

The interior has been designed so that a small diesel heater may be easily installed with hot air ducted to the aft cabin and saloon. The bulkhead and door between saloon and forward cabin are water tight.

There are two cockpit lockers and ample space for sails, warps, fenders and folding dinghy. Battery capacity is generous and the small engine may be started by hand if necessary.

The cockpit has been designed to take a screen and folding sprayhood which many cruising and long distance sailors will welcome as an extra.

