

PRE-RELEASE BROCHURE

Cavalier 28

one-design cruiser-racer

THE CONCEPT:

Many people see one-design racing as a recent trend, a reaction to the complexities of handicap offshore racing. Offshore racing will no doubt continue to grow under the International Offshore Rule, but one-design cruiser-racer classes are beginning to replace the smaller IOR ocean racers, giving boat-for-boat racing at a fraction of the cost of the level-raters.

One-design yacht racing has been with us for a long time. Since the turn of the century, yacht clubs in Australia's capital cities have held events for the Restricted 21s, the Prince class (raised-deck 32-footers), Colleens, the Derwent class from Hobart, the famous Ranger class (designed by Cliff Gale), the Scandinavian Tumlarens, the plywood Thunderbirds and Bluebirds. All are cruiser/racers of varying styles, and have raced together as a class. Since fibreglass construction became common, a number of well-known types have raced together, but only recently have boats been designed and fitted out with the primary design function to race against boats similarly-built and equipped. The Cavalier 28 is the most recent of these, and it takes the concept further.

The one-design boats which have become popular in recent years have emphasised the racing side of their natures without worrying too much about cruising aspects. This has resulted in simple, relatively cheap, commendably fast and responsive yachts, but a number of positive factors of design (like standing headroom) have been ignored. *These craft tend to be demanding of their crews, as they have fairly large sail areas; they are, as we said earlier, primarily racing yachts.*

It can be said that all fibreglass production yachts, whether centreboard trailer yachts or long-keel, heavy displacement cruising boats, are by definition one-design. They are, but true similarity between two stock yachts usually ends with the hull shape, and this is where the Cavalier 28's concept is innovative. Manufacturers have not imposed enough controls to build boats of a suitably high standard of sameness to enable them to race as true one-



LOA 28' (8.53m)
LWL 25' (7.62m)
Beam 9'5" (2.87m)
Draft 5'3" (1.6m)
Disp 6300lb (2.86t)

designs. The slightest difference in fibreglass lay-up between two boats from the same mould breaks the one-design concept, and the class must then be labelled just another production yacht. One-design class rules must govern construction (particularly in regard to hull weight and material distribution), shape, rig, sails, equipment, auxiliary power, and crew.

THE DESIGN:

The Cavalier 28 was designed by New Zealander Laurie Davidson as a simple, fast, easily-handled cruiser/racer. Although the 28 was drawn to no rating rule, Davidson became an international "name" designer when his boats won two Half Ton, one Threequarter Ton and the One Ton Cup. He is one of that renowned school of NZ designers who, in the past decade, have shown that they design the fastest monohull yachts in the world.

The Cavalier is 28ft long with 9ft 5in beam (8.5m x 2.8m) with more than 6ft headroom (1.82m). There are six berths (one double and four singles). A complete galley, an enclosed head and a diesel inboard auxiliary motor. A lot of effort went into cockpit design, so there's good back support and the dimensions permit an easy stretch for leg support on the leeward seat. The

coamings are wide enough to sit comfortably.

THE PERFORMANCE:

The Cavalier 28 was designed to be easy and comfortable to sail. Her beam and hull shape give her form stability, and her underwater volume is well-distributed to minimise tendencies to *round-up in gusts, such a familiar habit of modern cruiser/racers that yachtsmen have come to accept it as normal practice. Dinghy techniques shouldn't be necessary in cruiser/racers.*

THE PRICE:

A pleasant side-effect of the one-design concept is that costs can be tightly-controlled. Sameness of construction means production disciplines can be maintained; added-on equipment is the same, and options are strictly limited. The other big benefit is the economy of scale; a production line method of construction must result in cheaper yachts. And because the customer knows exactly what he's getting, production will be independent of sales demands, a situation from which the buyer ultimately benefits.

**CAVALIER YACHTS PTY LTD,
363 WENTWORTH AVENUE,
PENDLE HILL, NSW 2145.
Phone (02) 688-1666**