

PRIME NUMBER

*SAILSetc Marblehead for 2002,
development of ROK (the 2000 design).*

SAILS_{ETC}
Misc. Information
MIO 19

design development

Experience with ROK showed that we needed to place the mast further aft than the position of the fin permitted. To get the balance of rig, fin and ballast correct on ROK we have to cut away the top of the fin more than we like to do and the centre of gravity of the ballast is further aft on the fin than we prefer. These compromises, while not spoiling the performance of the boat, are not ideal in a racing machine so we revised the hull lines in order to be able to place these items as we wanted.

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The boat looks very similar to ROK and this is hardly surprising. The rocker line is slightly different and the stern is a little narrower at deck level.

As with its immediate predecessors, the foredeck incorporates attachments for the jib boom swivels. Rigging the boat is straightforward. The A rig is a conventional A rig as an alternative to a swing rig; the other rigs are intended to be shroudless conventional rigs (page 15 of catalogue).

Overall beam is around 185 mm and the design ballast weight is 3.6 kgs.

performance

The prototype was launched a few weeks before the 2002 Ravenna world championship and confirmed that speed and handling were much as expected. The world championship was sailed in mostly A rig conditions and, in spite of some mediocre tactical sailing, a plastic bag on the keel when near the front of A fleet, and some unwelcome team sailing, PRIME NUMBER finished just 4 points behind the leader at the end having led for a brief period in the middle stages.

SAILS_{ETC}

Graham & Lorna Bantock 141 high street kelvedon essex england co5 9aa
tel + 44 (0) 1376 570 583 fax + 44 (0) 1376 571 437 sales@sailsetc.com www.sailsetc.com

The boat was rigged with a conventional A rig supported by shrouds/spreaders and the lower rigs were of a new pocket luff design that has proved to eliminate the wrinkles and asymmetry normally associated with panelled pocket luff sails. These, combined with the boat's ability in a breeze, give marvellous performance when the breeze is up.

The prototype, fitted with the first of the 2003 design of keel that we now use, won a tightly contested national championship at Birkenhead. Phillip Playle's sistership, without the new fin, placed 4th.

Since then the prototype has demonstrated excellent speed over the full range of conditions including the capability to beat boats using the swing rig in the lightest conditions.

Interestingly a timber built MONARCH (a closely related design available as a plan) won the 2003 Italian Marblehead national championship against a well prepared and hi tech fleet.

In the 2004 GBR championship the boat had weed on the keel and/or rudder in 19 of the 23 races thus rendering the results somewhat less than useful.

foils & ballast

In early 2003 we tested a new fin section and found it to be a marked improvement on previous designs. We revised the fin again in 2004 when another small improvement seemed possible. All new boats are fitted with the newest fin.

The ballast is the longer and thinner design we have used since 1998.

rigs

Rigs from PARADOX, STRAD and ROK can be used with minor modification. If you want to order rigs please see our Rig Specification and Rig Order Form.

specification and prices

Please see the our Marblehead Boat Specification and Boat Order Form.

ordering and payment

You can specify the boat you want by completing the Boat Order Form.

For e-mail customers this is an active spread sheet that allows you to learn about the options and see the cost, and other, implications of the choices you make.

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For customers unable to use the Boat Order Form please tell us what you want and we will complete a copy for you. This will be posted to you to sign and return to us.

Confirm your order by sending us a signed copy of the Boat Order Form. This provides us with confirmation of what you have ordered. The specification of your boat can be altered at any time up to production time by submitting a revised and signed Boat Order Form.

Our normal practice is to take a 25% payment on submission of your Boat Order Form. This reserves your spot in the queue. If you are unsure of the final specification details it is worth getting in the queue and deciding the details later.

Another 25% will be taken the week we start to mould the hull, 25% the next week and 25% the next week.

colour

Once you are on the list you will have time to decide the colour scheme which will be restricted as usual. The hull and foredeck will be all one colour. The deck unit can be the same or another contrasting colour.

specification and prices

See the current specification and catalogue.

ordering

The order is confirmed by paying 25% of the order value. Payment can be by cheque or card. The balance of payment will be taken before completion of the goods.

delivery

Please ask for current estimate of delivery date.

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