

PIKANTO

ISAF One Metre from SAILSetc

background

After four seasons use of TOPIKO and the opportunity to hear from other users and builders about the boat it seemed possible that some small changes to the hull would be useful and without any serious detrimental side effects.

The bow has been made slightly higher and wider at deck level thus introducing more flare forward. Emerging chines have been added over the last 200 mm or so of the hull's length. I have not used these on an IOM hull since JAZZ although they have featured on some of my Marbleheads. Both features should help in high speed sailing, especially downwind where more confidence that the boat will not nose dive in gusts would be useful. TOPIKO has been excellent in light airs and it is unlikely the extra drag from the chines and slightly immersed transom at low speeds and heel angles will change that significantly.

construction

The builder of our IOMs, Al McMeekin has been instrumental in developing some details of construction and we have taken the opportunity to revise the foredeck centreline girder/joiner so that boats come out of the mould with the tube for the No 1 headsail swivel in place as well as the recess for the under deck attachments for the No 2 and No 3 headsail boom swivels. The primary hull moulding has a more extensive area of aft deck and this eliminates the need to add the beam or deck area aft of the rc access hatch.

Otherwise construction is much the same as for TOPIKO. To simplify construction and maintenance and keep building weight low there is an open area of deck aft which is covered by self adhesive deck patch material. The foredeck area is also cut away to reduce weight and improve access to the interior during and after construction.

Deck option 0

The advent of low power consumption sail control units and really high capacity batteries has led us to conclude that a screw top pot set in the deck is no longer a necessary feature. Instead the batteries and receiver are contained in the same pot placed in the boat and accessible via

SAILSETC

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 self adhesive patch which covers the winch and servo. A waterproof switch to be placed in a safe place is provided as part of the Fittings Pack.

Deck option 1

For those who prefer a pot accessible from the deck then we can fit the rc pot aft of the mainsheet post.

See the Specification for fuller details.

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.

Production yachts now use a carbon/epoxy moulded rudder.

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

rigs

Any existing One Metre rigs can be used with only minor modification. If you want to order rigs please see our Rig Specification and Rig Order Form.

specification and prices

Please see the One Metre Boat Specification and Boat Order Form.

ordering and payment

Please contact the SAILSetc office to see what colours and construction options are available and for further information.

colour

You may choose from a short list of colours that give best coverage for a light weight gel coat. These are indicated on the Boat Order Form.

SAILSETC

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

end

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
