CLIPPER 2013/14

Whenitcome^powertowd

with the grand-prix world stop here, as indeed they should •

which provides good protection for those coming on deck in
punchy conditions.
But it is further aft where changes are even greater over the
previous boat. Although the 70 is around the same width as
tiie 68, she carries her maximum beam all the way aft to create
a huge space at the stern. Twin wheels would have been a
necessitywhateverhungbeneaththewaterhncbuther beamy
after sections and aggressive chines mean that twin rudders
are really the only way to go. Not only do these provide a more
balanced, secure feel at speed off the breeze and are more effi-
cient upwind too, but twin systems offer an additional level of
security should one of the blades be damaged.

What I particularly liked in this area was the chunky alloy
tubular cage protection around the wheels. This offers a very
secure position for the helmsman, but also provides an excel-
lent handhold for the crew in an area that will feel hke a buck-
ing bronco in a big sea. Adding to this feeling of security is the
radar and communications structure mounted at the stern
Agam this purposeful alloy tubular structure provides a se-
cure handhold and a brace for those at the back of the bus

Security is a familiar feature throughout the boat, particu-
larly on the foredeck, where there are decent-sized footbraces

close to the centreline to help with sail changes in boisterous
conditions. She is, quite clearly a well thought-out and easy to
manage boat thanks to the modern simplicity of her layout
Where she differs significantly from the grand-prix racing
norm, however, is in her weight. At 32 tonnes, she's twice the
weight of a V070 with a keel 1.5m shorter that doesn't cant
When It comes to power to weight, she's a very different beast.
Al l further comparisons with the grand-prix world stop here
as mdeed they should.
A more relevant comparison will be with her predecessor.
While her basic alloy spar/cutter rig sail plan is the same, both
upwind and down she sets considerably more sail area than
the 68, so much so that despite being around five tonnes heavi-
er, she IS still almost 25 per cent more powerful when you look
at her sail area:displacement ratio. She will be a faster boat
that is for sure, particularly off the wind where Clipper are
expecting her to be capable of hitting 30 knots
Perhaps the biggest difference is the lack of spinnaker
po es. In keeping with current trends, the Chpper 70 will fly
only asymmetric kites from a fixed bowsprit. This is a bold
step for a boat that is no flyweight and will require different
strategies for downwind sailing.

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1 Secondary winches for pit
controls (Harken 70 2-speed)
2 Staysail sheet winches
(Harken 70 2-speed)
3 Primary winches. Driven by
pedestal grinder (Harken 80
3-speed)
4 Running backstay winches
(Harken 602-5peed)
5 Mainsheet traveller winches
(Harken 50 2-speed)
6 Mainsheetwinch driven by
pedestal grinder (Harken 80
3-speed)
7 Central pedestals can be
linked to both primaries and
mainsheetwinch
8 Twin wheels - steering
positions are protected by
sturdy tubular alloy frames
9 Covers for the winch
shaf tdrives provide good
footbraces in the cockpit
10 Offset companionway has
further protection from a large
sliding hatch above
11 Aft access to navigation
station and accommodation.
Good for communication
between navigator and
helmsman

Apart from performance and safety sleep and food are the
primary concerns for offshore, crew. No surprise then that,
with the capacity for a crew of 24 - four more than on the pre-
vious boat - the Clipper 70's basic accommodation layout
looks more like an ocean-going, self-catering dormitory.

Food and sleep
The giant galley takes pride of place in the middle of the boat as
you descend the companionway. It is a U-shaped configura-
tion with two longitudinal stowage units and work surfaces
that create a very secure area for those working in the galley.
The set-up is simple: one five-burner cooker, a large oven, plen-
ty of worktop space surrounded by deep fiddles.
The saloon seating is also amidships, set putboard and fac-
ing in towards the galley - again simple, secure and practical.
Elsewhere her basic, no-frills, white-painted interior is a sim-
ple combination of hingeing pipecots and personal stowage.
The only exceptions are in the forepeak, which is the sail stow-
age area, but which also acts as a forecabin, and in the naviga-
tion area, which is furthest aft and set on the centreline.
Interestingly there is no conventional chart table; instead
there is a desk-type worktop and a large-screen Garmin chart-
plotter. Although the boat's electrics panel is reached while
facing forwards, the navstation faces aft and has a deck hatch
for access or communication with the afterguard.
Overall the accommodation layout of the Clipper 70 is
functional and apart from the large, secure and easily WM

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