

Buccaneer 18 Connections to Winged Sails and America's Cup

Buccaneer connection to the yachts sailing in the Americas Cup is our designer Rod Macalpine-Downie. According the SailingNetworks article Rod experimented with wing mast/sails as well.

These boats were designed by Rod. Together they held the World Speed record for sailboats from 1972 to 1980 helmed by British millionaire Sir Timothy Colman.

<http://www.sailingnetworks.com/organisation/view/9421>

http://en.wikipedia.org/wiki/Speed_sailing_record



This is *Crossbow I*, with her original short ama. It was later lengthened to 24 ft. Her dimensions were 60' overall (later shortened to 55'), 50' LWL. Main hull beam 1'10" (giving her a L/B ratio of over 25). She was 28' wide, and weighed 1500 lbs, plus crew of 4. She set 850 sq ft of sail in main and jib. Her hulls were cold molded, of 3 plies of 3mm Gaboon. The crew consisted of helmsman, jib sheet tender, and two mainsheet tenders; grinder and tailer. She was a bear to sail for many reasons, and it was not uncommon for her winch grinders to be hauling away, right through the speed course. Her best speed was 31.6 kts. In this photo, she is doing about the same 23 kts as Slingshot above. Note the absence of spray. It was virtually a signature of these big Macalpine-Downie boats that they threw hardly any spray, and never looked like they were trying very hard.

Photos and most information courtesy of David Pelly

Crossbow II. This boat shared the same hull length as CB1, but had two, identically shaped hulls. I don't have her overall beam, nor all-up weight. She set 1300 sq ft of sail, in the two mains shown. Her leeward hull "lead" the windward one by 13 ft, in order to give the leeward rig clear air. She was also cold molded, but of two 3 mm plies, to CB1's three plies. The hull shapes had a bit more forward overhang than CB1, and were a bit fuller aft. Both hulls had rudders, but the port had the only centerboard, while the starboard had the "planing shoe" visible above. All crew, and all cockpits were in the starboard hull. She had 5 crew; helmsman, 3 grinders--cross geared to a single winch, and tailer. The sprit booms were on the windward side of the sails, and were used to avoid the high weight of full wishbones. The clews were cross-connected, and the boat had only a single sheet. Sails were two-ply 12 oz Dacron, and all spars aluminum. The boat had no exotic materials at all, beyond epoxy glue in the hulls. *Crossbow's* best measured speed was 36.0 kts, in 1980, the last year she sailed.