

EYGTHERE 24

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| LOA | 24ft |
| LWL | 20·5ft |
| Beam | 9·7ft |
| Draft | 4·7ft |
| Displacement | 4,300lb |
| Ballast | 2,000lb |
| Sail area | 356 sq ft |
| Engine | Vire 7 bhp |
| Price (kit/complete) | £1,581/£4,541 |
| Builders: Master Marine, Guernsey. | |
| Agents: Cresta Marine, Newhaven, Sussex (07912-3881) | |

GOOD GIRL, BAD NAME

I WONDER what our esteemed editor would make of EYGTHERE as a name for a boat? Not very much, judging by his recent remarks on the subject (PBO 97). After all, few manage to guess the pronunciation without prompting. (It's simply 'Eighteen' with emphasis on the 'i'.) And even then, the sound is scarcely lyrical.

But having mumbled your way into a trial excursion, what lies in store? Simply, a fast, beamy, Quarter Tonner which handles well and can be bought as an inexpensive kit.

Kits make sense for a boat like this. One can imagine four youngish enthusiasts scraping up the initial £1,600, which buys a balsa-sandwich resinglass hull and separate deck, then fitting out the boat themselves. The same could be said of Mike Richardson's Chance 24 produced at Elephant Boatyard (PBO 94) and I would recommend a comparison.

EYGTHERE certainly has a more civilised interior. I was impressed by the smart double mouldings and well-planned seating/sleeping arrangement. With a total of five berths, stooping headroom, secluded toilet and proper galley moulding which houses sink, ice-box, cooker and lockers, she even

compares favourably indeed with many out-and-out cruising boats. Her enormous beam helps a lot, of course—but so does the ingenuity of designer Ron Holland.

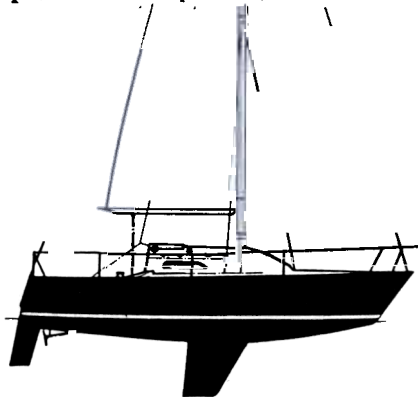
On the debit side, I disapproved of the crude metal hook on the sliding chart table, which gouges into the wooden coaming of the port quarter berth, as it moves back and forth. I also felt that the cabin sole could be made more secure. As it is, the table acts as a sort of lever. Minor details, to be sure . . .

Now, some potential customers will be judging EYGTHERE as a fast cruiser without worrying about racing. A sensible approach, since a commodious boat like this, with plenty of ballast is far removed from the old idea that all racing boats are tender and wet. In fact EYGTHERE is exactly the opposite. But one word of warning. Aunt Mabel won't like the short but almost vertical drop into the cabin (yes, they do provide a ladder) even if she does manage to scramble over the bridge-deck. EYGTHERE's deck-level seats might prove too draughty for her as well.

But for those who favour good visibility, with everything to hand—and a low-volume cockpit for safety

(if the green stuff comes in) EYGTHERE has got what it takes . . . well almost. Her self-draining arrangement is a pig's ear of the first order. It consists of two plastics tubes at the after end of the cockpit, running straight down and out through the hull, without sea-cocks, secured only by Jubilee clips!

Under sail though, there are few criticisms one can sensibly make. Fast, precise and responsive, she seems re-



markably close winded, well balanced and well behaved. The same applies under power. EYGTHERE answers up sweetly in either ahead or astern, turns almost in her own length and travels along at a canter.

So, at the risk of repeating myself, EYGTHERE, particularly in kit form, seems a good, relatively inexpensive proposition. **RODGER WITT**