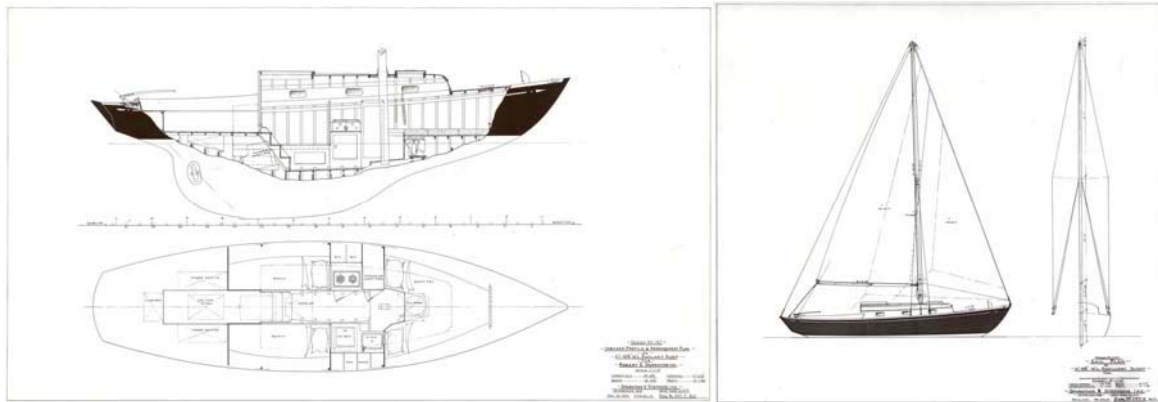
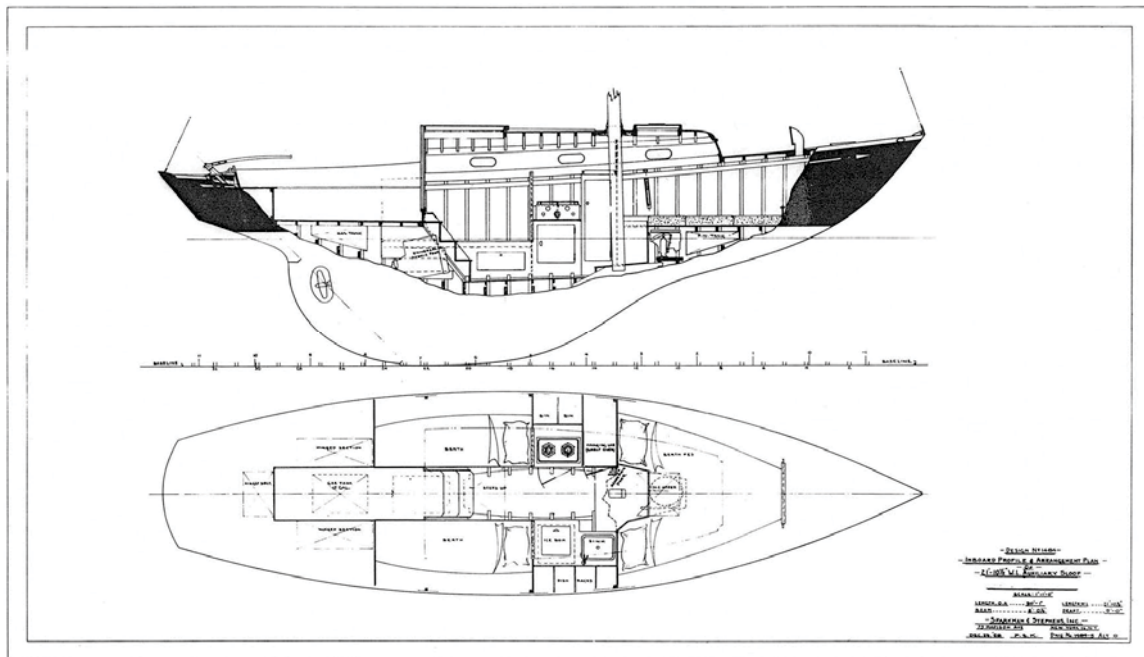


With the *Gulfstream 30* #1147 designed for Bob Derecktor in 1954⁵ we move into the ‘modern’ CCA era from vintage to classic boats. The *Gulfstream* was designed to be ‘mass’ produced in series production using Bob’s favoured methods and he described them as “the smallest practical four-berth auxiliary”. Built of prestigious Honduras mahogany on oak she had a recognisable *S&S* shape pioneered by the *Pilots* and was billed to sell for \$9800. By all accounts they sailed well and many are still around today. Once again in order to squeeze in 4 berths the galley is amidships but the heads is hidden under the foc’sle V berth.



Gulfstream 30 (Copyright Sparkman & Stephens Inc)

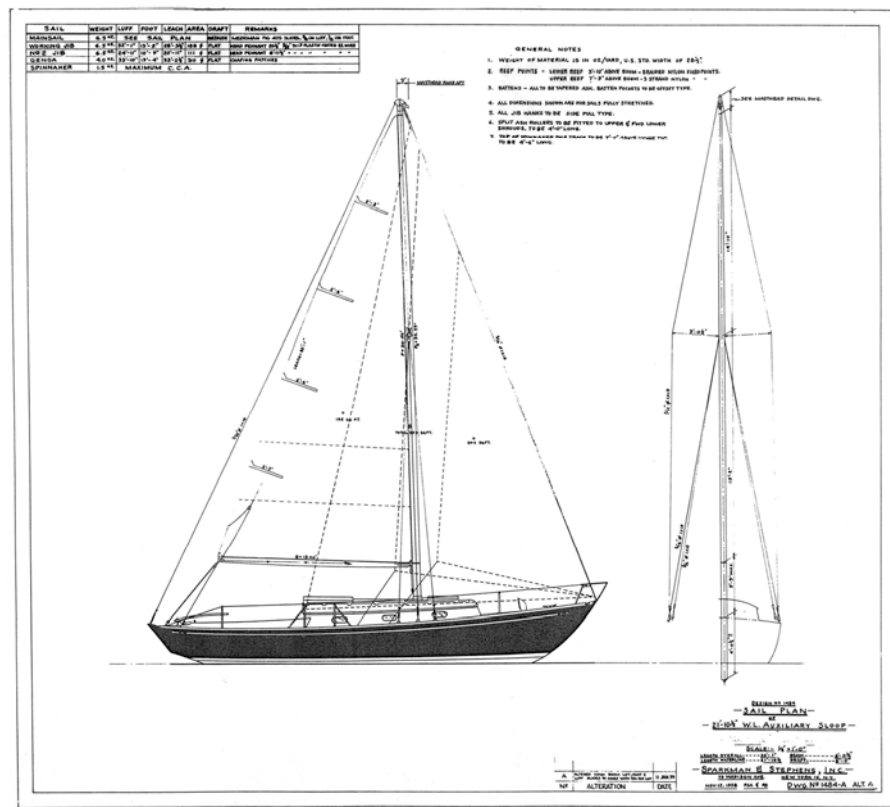
At the same time in a marked move away from earlier designs the rig is simplified to masthead and the boom shortened while the house profile is an epitome of the rounded elegance of the 1950s initiated by *Loki*. The slightly larger *Pilots* in both their earlier 1946 33’ guise (#539) and in the later 35’ (#1219) version were seminal to the later development of *S&S* hulls and as Olin has confirmed to me the Pilot’s mid-section was the starting point for the design of almost two decades of yachts. One of these was #1484 *Adventuress*, a sleek almost archetypal looking *S&S* 30 footer, built for Carl Gilbert of Boston again by



Adventuress 30 foot auxiliary (Copyright Sparkman & Stephens Inc)

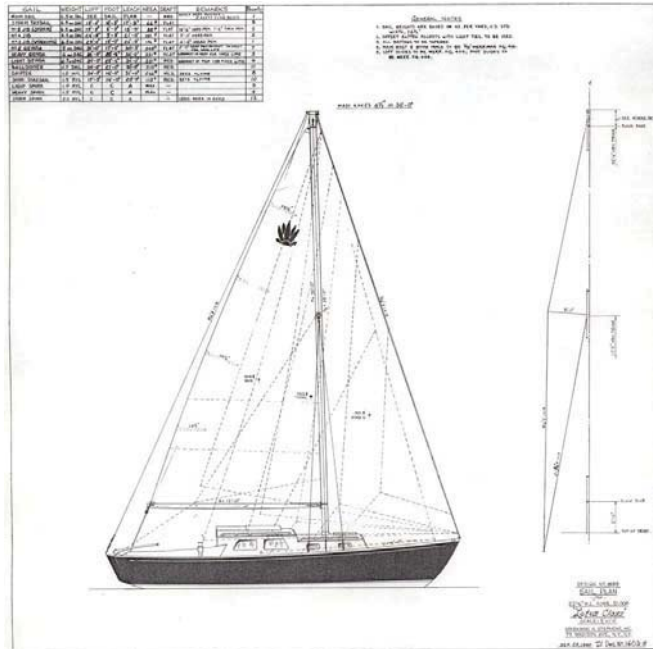
⁵ See the 2004/5 *Members’ Yearbook* article on Bob Derecktor’s *Gulfstream* family by this writer. The *Gulfstream 30* is there extensively described and illustrated.

Hodgdon in Maine in 1958. LWL was 21'1.5 in, Beam 8' 1in and draft 5' with a displacement of 7700lbs (3000 lbs of lead keel and 200 lbs internal trim ballast). As can be seen from her profile the keel's forward section was progressively hollowed out and rounded so that the only flat to rest the hull on was forward of the rudder under the companionway. This is a notable advance on say *Loki* but not yet as extreme as *Hestia* as the rudder post has yet to start its progressive march forward in order to reduce displacement and wetted area, a development that accelerated between 1960 and 1966 until the boats became ungovernable downwind leading to the detachment of the rudder aft on a skeg mounting. Construction was standard though the deck is now fibreglass covered ply rather than canvas over cedar. The layout of the interior closely follows that of the *Gulfstream* being one of simplicity, except that an 'accordion door' or curtain shelters the user of the head and there is no bridge-deck so that the cockpit well might be larger. The rig is standard but the mast has been raised six inches thus marginally increasing the sail area when compared to the *Gulfstream* from 390 to 399 sq ft.



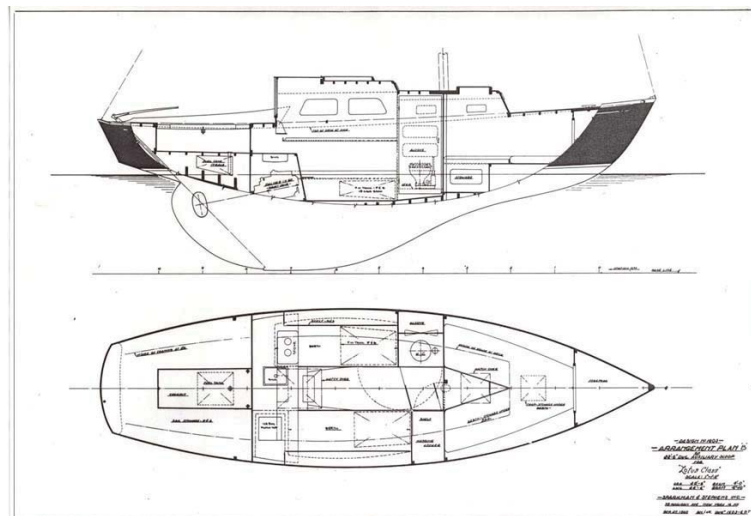
Adventure #1484 sail plan (Copyright Sparkman & Stephens Inc)

Two years later 1960 saw the birth of a new development, the *Lotus* class #1603. Development changes are fairly noticeable compared to *Gulfstream/Adventure* and are well worthy of comparison because in the space of a mere two years the concept has changed. Although the waterline is actually longer at 22' 6 in, a dramatic snubbing of the bow and a broadening of the counter reduce LOA to 28' 6in. Beam at 8' is one inch narrower but the whole boat looks 'stubbier' partly as a result of the short doghouse roof. Sail area remained almost unchanged at 393 sq. ft though the mast carries a heavy rake of 8 1/2 in and a multitude of foresails are drawn showing this design was intended for serious competition. Ballasting was dramatically increased by 20% to 3600 lbs and one wonders therefore whether the earlier boats were just a little tender. The boat was designed to rate under MORC as well as CCA..



Lotus Class sail plan (Copyright Sparkman & Stephens Inc)

A major selling point was a 7' cockpit and choice of wood or alloy spars while construction was traditional and prospective builders were allowed substitutions from the mahogany/oak/monel formula providing weights were not compromised. Rig was stainless and only the best Merriman fittings were prescribed. Interestingly two interior plans were offered. The first shows a slightly unconventional scenario of a semi-enclosed head amidships right next to the galley cooker shielded by a somewhat impractical swinging screen! The saloon berths are pushed tight aft largely as quarter berths thus giving negligible sitting space and might have been wet. The 'B' arrangement shown here was much more practical pushing the saloon berths forward and ranging the galley aft partly under the small bridgedeck. The forefoot of the ballast keel appears to have just the hint of a little more area shaved away when compared to *Adventures*.



Lotus #1603 Alternative accommodation plan B

The *Lotus* class brings us to the end of the wooden boat era and from now on these small thoroughbreds were built as class boats in multiples by factories rather than by individual dedicated craftsmen.