

# Offshore Challenge

by Paul Antrobus

# 1973

## CASSE TETE III

LOA 43ft

LWL 31ft

Beam 11ft 9in

Draft 6ft 11½in

Actual Sail Area No. 1 genoa 670sq ft

Mainsail 337sq ft Total 1,007sq ft

RORC rating 25-99ft

Sail No. 245

'Casse Tete III' is the first of the new Sparkman and Stephens 43s to arrive in this country. Built by Nautor Ky in Finland, the Hamble firm of Hurrell and Johnson are the UK distributors of these boats and the owners of 'Casse Tete III'. She is a successor to the smaller Swan 36, 'Casse Tete II', in which Dave Johnson won seven out of seven races in their class at the last Cowes Week.

'Casse Tete III' is designed as a fast cruiser rather than a racing machine but has been hotted up for the Admiral's Cup—she's been chosen as a British team boat. She has had false metal stringers fitted in order to take advantage of the considerable rating allowance, and this has improved her corrected time performance tremendously.

She has high freeboard and a rounded stem, with a fairly straight run to deep sections aft. The teak-laid deck is flush except for a neat coachroof which is hardly noticeable. The spinnaker-sheet winches are fitted to the coachroof. The forehatch slides and is made of specially darkened glass. There are curved genoa sheet fairlead tracks and very neat and sensible strong anchorage eyes faired in with the toe-rails, ideal for kicking straps, handy billies and foreguys. The spinnaker halyard has a specially designed guard-rail to prevent accidents and burnt hands. Another is fitted to the mainsheet winch which is located low down in the ample cockpit, on the mainsheet track beam. Aft of the beam is the helmsman's position, with a double wheel for operating the main rudder and trim tab which can be set in position or for co-ordinated movement.

Below, 'Casse Tete III' comes into her own as a cruising boat, well laid out and spacious. An interesting feature is the two quarter berths which are set right under the cockpit floor. With full headroom each side and about 4ft under the cockpit well, these almost become two separate cabins and also provide convenient oilskin-hanging space.

The engine is under the companionway, the forward-facing navigatorium to port and the galley to starboard. This boasts a double sink with pressure

water supply, hot water system, and an excellent stove with an oven which slides out to a fully gimballed position, or back into a fixed position for harbour use.

There is plenty of room in the main saloon. A fully gimballed table fits against the mast and there are two pilot berths and two settee berths. Forward of the mast, running fore and aft to port, is a good-size w.c. which includes a shower. On the starboard side is a hanging locker. When the boat is racing the fo'c's'le is used only for sails, but includes two solid-looking folding harbour berths, making a general total accommodation of eight berths.



(opposite page) Strong fixing points on 'Casse Tete' to which mainboom downhauls can be attached—these are faired in neatly to the toerails. (above) 'Casse Tete III'. She is the first of the new Sparkman and Stephens 43s to arrive in this country, and is owned by D. Johnson and M. Hurrell—photo Verner. (below) 'Casse Tete's' anti jump and riding turn guard on the spinnaker halyard winch. (above right) 'Stampede' owned by Mr. and Mrs. A. Drake was one of several production boats which took part in the Admiral's Cup trials. She is the prototype of the Rancher 41, designed by Alan Gurney. Below, she is very open plan, particularly in the galley. (right) On deck forward there is a fair amount of crew working space and although the coachroof is carried well forward of the mast, which is stepped on top of the coachroof, the designer has managed to retain reasonable size sidedecks. (below right) Note the special fitting for the mainsail tack on 'Stampede' which enables it to be adjusted or Cunningham holes for reefing points to be secured quickly—photos Antrobus.

