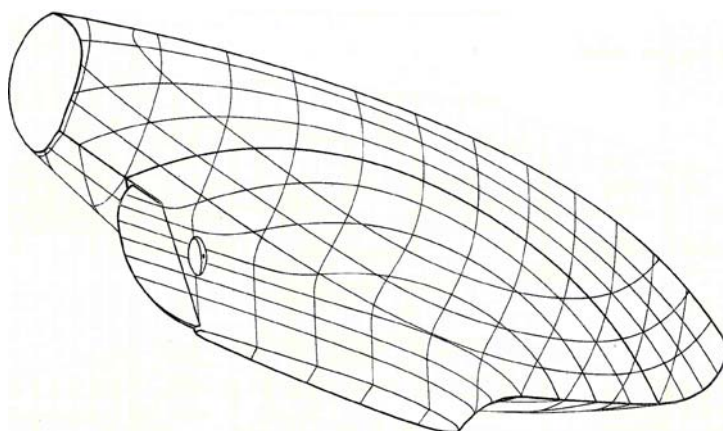


Salmo Salar Class – Laurent Giles Salar 40 “LUNGTA”



”LUNGTA” a Laurent Giles ”Salar 40” from 1968



”LUNGTA” hull perspective drawing

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Date	1968	Hull No. 17
Design No.	522	
L.O.A.	39 ft. 0 in.	(11.9m)
L.W.L.	31 ft. 0 in	(9.46m)
Beam	11'3"	(3.43m)
Draft	5' 3"	(1.60m)
Displacement	10.4 tons	(10.57 tonnes)
Rig	Sloop or ketch	
Sail Area	S = 670 sq ft. (62.31 m ²)	K= 642 sq ft. (59.71m ²)

The Salmo Salar was designed to be a family pleasure yacht for sailing within the rugged waters around Britain. Initially the design was drawn for a wooden version, however, using the most up-to-date materials and techniques of the day, a glass-fibre boat was also offered. The name chosen for these boats, Salmo Salar, was derived from the name of the Atlantic Salmon, one of the finest of all deep water fish. The resultant design was also very fine and was admired by many yachtsmen. Having been entered into a *Yachting World* competition, one of the judges said that the Salmo Salar “was the standard of what a gentleman’s yachting is all about”. Her attractive appearance together with her robustness yet elegance gave her “an almost queenly motion”, as stated in a “*Yachting World*” report of her at the time.

The Salar really fitted the description of a motor sailor since she had more spacious accommodation greater initial stability and an engine of above average power. As a basic family boat there was plenty of room for six people, and the interior was arranged in three separate compartments with two occasional berths in the cockpit. A remarkable feature for her size was that she had two toilet heads, one in the fore and one in the aft cabin.

The cockpit comprised the center compartment and contained all the sheets and engine controls which were arranged for easy handling. The engine was placed below the central cockpit, thus allowing it to be reached quickly, for easy maintenance and keeping noise to an absolute minimum in the living quarters. Two types of rig were offered, a ketch or sloop, the latter being preferred by most people. The Salar was to become a very popular family motor sailor, and in 1966 a complete all wood Salar cost just £15,500 and the fiberglass version £11,500.

A number of adventurous journeys have been made in Salars, but one in particular was that made by Robin Collins and his wife in *Wild Wing*. In 1971 they cruised over 2,000 miles from the south coast of England to Malta in the Mediterranean in under eight weeks, and during their voyage they encountered severe gale conditions in the Bay of Biscay. Robin Collins commented that they found having a good motor sailor with the capabilities of both a motor boat and yacht extremely beneficial in such conditions. He also said that he “found her a comfortable family cruiser, but was a very slippery boat which could show her heels not only to other motor sailors, but even to many so called cruiser-racers of a similar size.” One of the reasons for her good speed was her big rig, but her real secret, as Robin pointed out, “seems to lie in the sweet lines of her hull. No concessions to her motor sailor role have been made below the waterline. She is a sailing yacht with a fine entry, adequate draft, a small propeller aperture and a smooth run aft.” After two years in the Mediterranean, Robin decided to continue and to cross the Atlantic and head for the West Indies. On arriving in Gibraltar he met Humphrey Barton in *Rose Rambler* and together these two Giles designs were moored stern to stern. Taking this opportunity he asked Humphrey Barton’s advice about his planned trans-Atlantic crossing, as Barton had at that time crossed the Atlantic seventeen times. In February 1972, Robin and his wife arrived in Antigua and then continued to cruise the Caribbean. At the end of March they then set sail for Bermuda, finally returning home via the Bay of Biscay arriving in June 1972. Perhaps the most pleasing remark made about the Salar by Robin was that “after two Atlantic crossings and over eight thousand miles of sailing in the Mediterranean, if we started again knowing what we know now we should pick exactly the same vessel.”