

THE DUBDAM INTERNATIONAL TEMPEST

From the drawing boards of Ian Proctor came the most revolutionary design of the decade. The Tempest, Proctor's new brain child, took on all competing designs in the two-man keel boat trials held in 1965 by the International Yacht Racing Union. The results of these trials were so conclusive that International Yacht Racing Union gave Tempest immediate international status and recognition. To control this design and insure strict one-design racing the IYRU laid down specifications for the new class association. As the results of the trials filtered out to the various racing groups about the world, Tempest became extremely popular and sought after.

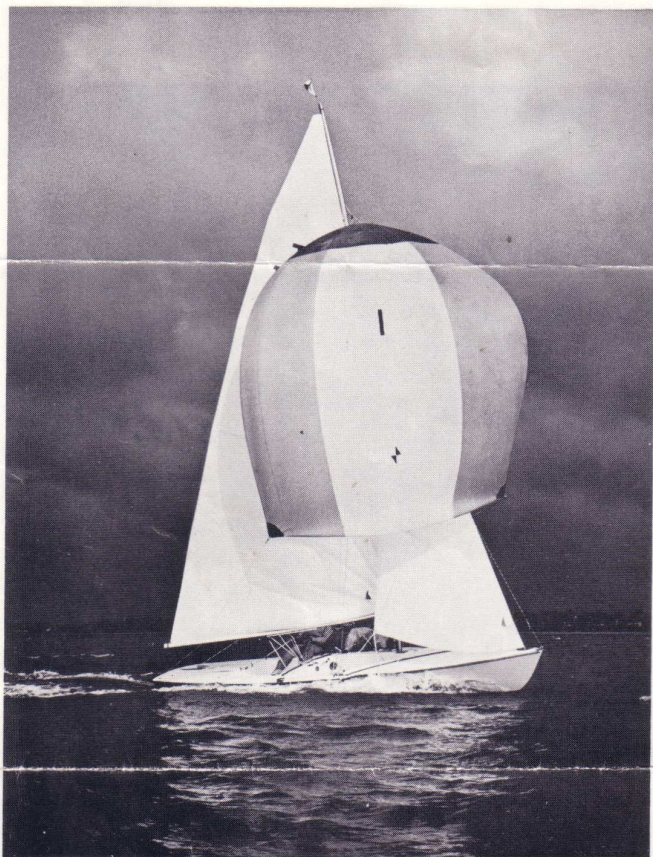
What made this boat so famous has been its basic sailing characteristics. While sailing with stability and stiffness practically into the eye of the wind, the Tempest can round the weather mark and plane off as readily as any of the modern planing hulls. Proper utilization of the trapeze and bending mast allow the boat to be sailed in almost any weather conditions.

Safety was also designed into the boat. Three separate air compartments make a large enclosed hull. These air compartments are backed up by foam flotation in case of damage or puncture. The cockpit design makes it self-bailing at mooring or while heeled over when beating to weather. The Tempest is a strong light boat which requires little maintenance. The aluminium spars by Proctor are gold anodised and if kept clean, offer years of trouble free service.

To keep the class uniform the IYRU has spelled out the type of construction and the methods of



manufacturing. These are all checked by Lloyds of London before approval can be given to a builder. The keel while sailing is kept in a down position. However, for convenience in trailing or storing on low dollies a keel lifting device may be attached and the keel raised in its keel slot. The inboard rudder may also be removed by lifting out the rudder assembly. The light weight aluminium mast may also be raised into position with very little effort. This makes the entire boat relatively easy to move from sailing center to sailing center. The Tempest is rigged with the



most modern functional fittings of any one-design sail-boat. These include such fittings as tapered aluminium spars by Proctor, roller reefing, ball bearing mainsheet traveller, ratchet jib blocks, spinnaker deck bucket plus many others. A list of these fittings is available upon request.

We have been associated with many other racing sailboats, notably the Jet 14 and the Flying Dutch-

man. We realize the value a skipper places on having a dependable, good-looking boat with functional fittings. We are proud of our reputation for manufacturing fine racing sailboats. Old-world craftsmanship and the Dutch pride in perfection of detail make this boat the finest Tempest available.

SPECIFICATIONS AND MATERIALS

L.O.A	21' 11 ³ / ₄ "	6,698 m.
L.W.L.	19' 3"	5,867 m.
Beam	6' 5 ¹ / ₂ "	1,967 m.
Draft (with crew)	3' 7"	1,10 m.
Mainsail area	164 sq. ft.	15,24 m ² .
Jib	83 sq. ft.	7,69 m ² .
Spinnaker	225 sq. ft.	20,9 m ² .
Minimum weight of stripped hull	480 lbs.	217 kg.
Weight of keel	505 lbs.	227-232 kg
Ready-to-sail weight	1080 lbs.	490 kg.
Mast and boom - Anodised aluminium by Proctor		
Hull and deck - Fibreglass reinforced plastic		
Keel - Steel and lead with protective coatings		
Standing rigging - Stainless steel wire		
Running rigging - Braided dacron or nylon, and stainless steel wire		
Trim - Varnished mahogany		
Hardware - Stainless steel, bronze, corrosion resistant aluminium and plastic		
Removable rudder and keel - Keel lifting device available. Racing hardware standard.		



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