

THE BRITISH BUILT *LEIGH* *VICTORIA 30*

DIMENSIONS

LOA:	29' 8"
LWL:	23' 1.5"
BEAM:	9' 7"
DRAFT:	4' 7"
DISPLACEMENT, 1/2 load:	9,010 lbs
BALLAST (lead):	4,400 lbs
SAIL AREA (100% foretriangle):	440 sq ft
DISPLACEMENT/LENGTH RATIO:	317
SAIL AREA/DISP RATIO:	16.26

Peter Gregory saw Tom Morris building a larger version of the Frances and doing very well. It seemed a good bet to build the *LEIGH* in the U.K. Fiberglass “splashes” were taken from the *LEIGH* molds as they had been for the *FRANCES*, shipped to England and extensively retooled to give the design a more British flair. “Splashes” are essentially hull or deck moldings whose laminate is entirely mat as opposed to alternating layers of mat and woven roving. This is done to eliminate any trace of “print through” of the cloth weave pattern that might be present if woven materials were used. A smoother surface results, in anticipation of the new molds that are then taken from these parts.

Victoria Yachts built more than 50 of the yachts. Known as the *VICTORIA 30*, the British version was built to different standards that appealed to local tastes. The laminate was redesigned by Lloyds—a staid old marine company whose name approached deification by the British yachting set. In actual fact the Lloyds laminate was not as strong as the American one, but you couldn’t sell boats in Britain without the Lloyds stamp of approval.

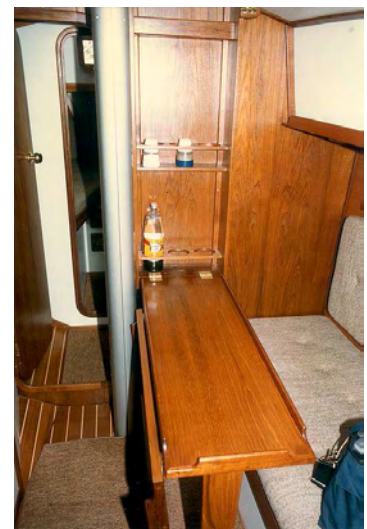
Peter chose to use inside ballast, most likely because it was nigh unto impossible to find a foundry in Britain that would do an acceptable casting job at a decent price. He made a virtue of necessity by terming inside ballast “encapsulated”, which made it sound like an advantage. I’d been taught to revere outside ballast as the gold standard. But the Brits loved it, since it got rid of the keelbolts and any possibility that they might leak. Because I’d designed the Morris *LEIGH* to be overly stiff, nothing was lost in the compromise and the Victoria 30 was unusually safe, well balanced and fast in the typically strong British winds.



The VICTORIA 30 had less trim than the Morris LEIGH 30 and the cockpit was extensively retooled, requiring less hand labour to complete. Many of the boats had laid-teak decks that looked great when they were wet—which was much of the time given the typical English weather.



The smallish forward cabin.



The fold-down cabin table.