

38' CRUISING CUTTER

VICTORIA 38

DIMENSIONS

LOA:	37' 9"
LWL:	29' 7"
BEAM:	11' 7"
DRAFT:	5' 8"
DISPLACEMENT, 1/2 load:	15,000 lbs
BALLAST (lead):	5,900 lbs
SAIL AREA (100% foretriangle):	643 sq ft
DISP/L RATIO:	278
SAIL AREA/DISP RATIO:	16.20

The *VICTORIA 38* was a final collaboration with Morris Yachts and ourselves, created from splashes of the *MORRIS 38*. We designed a Paine Keel for the *VICTORIA 38* and we finally prevailed upon their management to use a bolted-on outside lead casting rather than the inside ballast used on all previous Victorias. This made the *VICTORIA 38* one of the stiffest yachts sailing on the Solent.

- *Outside ballast always gives better performance than inside.*

The interior was basically a scaled up *VICTORIA 34*. Each one was custom designed by Victoria's in-house designer Bob Hathaway. Unlike the earlier Victorias no fiberglass liners were used anywhere, which lowered the center of gravity of the yacht. It also lowered the profit margins to nil. The absence of liners gave the four *VICTORIA 38*'s that were built an entirely custom feel, but added significantly to their building cost.

- *Fiberglass liners reduce cost but they also raise the center of gravity.*



VICTORIA 38 interiors were hand-built in teak. The quality was too good for a market that was more interested in lower prices. Note the slanted section of cabin sole. It was there to cover fiberglass girders, required by Lloyds, that took the mast compression loads. I never liked this, nor I am sure did residents of the forward cabin. I'd have raised the entire cabin sole a couple of inches and tolerated the reduced headroom that resulted.



Jumbly Girl was the first of four VICTORIA 38 yachts. This was the only Victoria design with a Paine Keel and it went to windward smartly in a breeze. She was truly sailing this fast—the engine was not running. Many yacht promoters run the engine during sailing photos. Nobody would ever know... it's purely a matter of integrity.

- *Don't judge a yacht's performance by the ad photos. The engine may be running.*

In deference to British tastes we designed a true British cutter rig for this yacht. The foretriangle consisted of a very high cut jib which they called a "Yankee", interestingly enough, though you never saw one over on this side of the Atlantic. Then we drew a very low footed staysail that was sheeted each time you tacked, making it much more efficient (at the expense of that extra work) than anything that would be self-tending. Almost half of this sail's area was beyond the overlap of the Yankee. It had become obvious to us by this time how close to the centerline such a staysail had to be sheeted.

Regrettably the *VICTORIA 38* was the kiss of death for Victoria Marine Ltd. Just as was happening back home, more and more foreign builders were invading the British market. Many of them had the advantage of third world wage scales and, we all suspected, hidden government subsidies. Though their finish quality was nowhere near that of a Victoria or Bowman, their prices were something like half, and they did float.