

Phantom Class Association 2019-2020



www.phantomclass.org.uk

History & Specifications

The Phantom was designed by Paul Wright and Brian Taylor in 1971. They wanted to produce a single-hander that was exciting to sail, manageable and at the same time affordable to build. It isn't possible to design a boat that will accommodate all weights, even in these days of 'wings' and equalisation systems. As there were already boats on the market for the lighter helms they decided to design a boat that was both comfortable and fast for larger sailors. A Phantom sailor shouldn't weigh less than 10 stone, and is most suitable for those in the weight range of 12 -18 stone (76 -115 kg). One advantage with the Phantom is that both the Class Association and the designers view the development of the class in a proactive manner always providing that care is taken not to outclass older boats. Latterly the design has been modified to incorporate self-draining cockpits and carbon spars. Additionally the design allows freedom in cockpit design; sailors are therefore able to develop cockpit sail and rig control systems that suit their individual requirements.

A one-design, high-performance single-hander, the Phantom has a hard chine hull with a deep 'V' bow, a flat run aft, and planes easily. With her lightweight hull and large rig on a stayed mast, she has a high power to weight ratio, but is stable and responsive. There is no trapeze or spinnaker and she can carry a wide range of helm-weights. The Phantom is suitable for home construction using the stitch and glue method, or can be bought professionally built in GRP foam sandwich or wood.

The Phantom is available in a variety of designs. These include:

Conventional wooden	either with or without a self-draining hull
Polyester	(early Vandercraft Phantoms were constructed using this material)
Composite	GRP or Epoxy hull with wooden decks
Epoxy	self draining hull.

Specifications:

Length Overall	Beam	Mast Height	Sail Area	Weight (hull, centreboard & fittings)
4.42 metres	1.64 metres	6.1 metres	9.75 sq metres	61 Kg
14' 6"	5' 6"	20'	105 sq ft	134.2 lbs

Portsmouth Yardstick (Handicap)	Current PY (2020)	recommended PY for pre-1100	recommended PY for pre-999
	1002	1035	1058

In addition to conventional alloy rigs, the Phantom may be fitted with a carbon mast and boom which increases power and responsiveness. The Phantom uses a sail with the same area as the Fireball and this huge size, combined with the latest materials used in the manufacture of the hull and high-tech rig, gives the helm a fantastic sailing experience. Various masts and boom combinations are available depending upon helm weight and ability. Traditional masts by Selden (Proctor), Wavelength and Superspars are available as well as carbon masts by Selden, Superspars and CST. The addition of a carbon mast, whilst not a necessity, does seem to improve boat handling and response to gusts. Carbon booms do seem to have a distinct advantage the biggest being that it does not hurt as much when gybing.

The Phantom sail has an incredibly powerful leach and the helm can spend much of the time trying to de-power the rig to bring the boat under control. The rig employs an adjustable forestay that allows the mast to be raked on the water and this, combined with a powerful kicker system and plenty of hiking, will make the boat somewhat more forgiving.

Sails are available from a variety of manufacturers in Dacron, Kevlar, Monofilm and other materials. Full cut and flat cut sails can be made depending upon helm weight, choice of rig and type of hull. The Phantom is an outstanding racing machine that is growing in popularity with each passing season. Averaging 50+ boats over the last three National Championships and with some world-class helms regularly racing in the Class, we hope that you too will be seduced by the beautiful design and join us.

PHANTOM CLASS ASSOCIATION

Why Join?

Well, technically speaking if you sail ANY dinghy in races organised by ANY club, you should have a valid certificate, and that means being a member of the relevant Class Association. However, few clubs or dinghy classes can afford to be that dogmatic, except of course for National Championships etc. However, there are distinct advantages to be had from joining the Class Association.

- 1) The Association is run by a small (but very approachable) group of enthusiasts. They want to see the class thrive. A large, **active** membership helps.
- 2) The Association has a record of ALL boats measured, If you have not got a certificate, one can be re-issued if appropriate, for free, or we can put you in touch with a measurer.
- 3) Regular emails keep you informed of all Class activities and developments.
- 4) You can get help with tuning.
- 5) Gear can be bought and sold on the class Facebook site.
- 6) We can put you in touch with other **Phantom** sailors in your locality.
- 7) Annual subs are currently **£20** (£15 for full-time students or non-boat owning associate members).
- 8) You receive a free car sticker to advertise the class.
- 9) You receive a boat-certificate/sticker to prove, and display, your membership.

★ Please make your cheque payable to "**Phantom Class Association**". If you have a certificate that is not in your name, or that needs some amendment, please return it with your application to:

Graham Dale-Jones, 5 Church Road, Burnham-on-Crouch, Essex CM0 8DA

★ Otherwise, **PayPal** transfers are possible through the **Class website** at:

www.phantomclass.org.uk/site/index.php/information/membership

All information supplied will be used solely for administering the Phantom Class Association and will not be divulged to any third parties without prior permission.

Surname	
Forename	
Address	addr1
	addr2
	addr3
	addr4
	Post Code
Telephone	
Mobile	
Email	
Boat Number	
Boat Name	
Sailing Club	
Membership (circle)	Full / Student / Associate
Any additional information that you may wish to have recorded	

