

BUILT IN GREAT BRITAIN



## International 29er and 29erXX

World class racing dinghies from Ovington Boats





## ovington world class builder

Building raceboats to 'world class' standards requires unique levels of skill, experience and fastidious attention to detail. Qualities that are rare to find anywhere in the world.

In Britain, only Ovington Boats has the international recognition and track record to genuinely claim 'world class' standards. Standards good enough to build Championship winning 18 foot Skiffs and International 14s or take on the challenge of building the advanced Mumm 30 one-design.

Who better to build the amazing 29er and 29erXX 'world class' trapeze skiffs to inspire the world's sailors of all ages to the ultimate challenge in today's dinghy sailing.

# 29er

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## international 29er world youth 2-handed class

The 29er was introduced to Europe in 1998 and immediately took the dinghy world by storm. Impeccably built by Ovington, the 29er has turned performance sailing on its head.

Why? Because, for its size and price it is simply the fastest and most thrilling sailboat available. The 29er is a no-holds barred skiff, designed on the same sleek lines as its bigger sister, the 49er. And like the 49er, the 29er is a fully ratified International Class with a worldwide following. Everything about the 29er is world class: From the purity and simplicity of Julian Bethwaite's design to the high-tech hull, hand crafted for exceptional lightness and strength by Ovington - the world's No 1 exponent of high tech, championship-winning race boats.



The 29er was quickly recognized throughout the world as the major new force in youth sailing and high performance training. With a completely fitted hull weight of only 70kgs, simple control systems and amazingly light rig loads, the 29er delivers a package that gives girl teams and lightweights of all ages equal opportunities to get to the top of the world.

105 boats from  
16 countries competed  
for the 2006 29er  
world championship.



## 29erXX

### rise to the challenge

#### Pure dynamite

Constructed from hi-tech composite foam sandwich, the hull is ultra-lightweight with a self-draining cockpit. The rig is pure skiff - fully battened mylar sails with a self-tacking jib, supported on a composite-tipped mast that gives the ultimate in gust response and acceleration. Add the asymmetric spinnaker and you'll discover the 29er is dynamite downwind.

Other design features include a mainsail cuff to increase sail efficiency, a ram vang, safety foot/grab rails and an enclosed transom. The 29er provides competitive racing for crews of between 105 and 140 kgs and delivers sensational performance at an affordable price.

The **29erXX** provides an exciting new challenge to skiff sailors looking for the ultimate thrills of a powered-up rig and double trapeze. This new design features an all-carbon mast with twin spreaders that is approximately 450mm longer than the standard 29er rig, while the main, jib and kite are about 6 square meters larger. All of these upgrades fit nicely on to the existing 29er platform and also share the same boom, pole, blades and tiller. So upgrading is simplicity itself.

The first international regatta for this new class was held in Weymouth, UK, in the summer of 2006. The event brought together 27 men's, women's and mixed teams from 8 countries providing valuable input to help make this a mature, well designed boat.



**The word around the boat park after the 29erXX Open Cup at Weymouth, UK.**

*This is great! It's really good fun to go so fast.*

**Sarah Ayton, 2004 Yngling Gold Medalist, Great Britain.**

*You must be in good shape and the skipper has to work harder than in the 29er. In 20 knots it's very powered and goes fast!*

**Geneviève Bougie-Bastien, Canada**

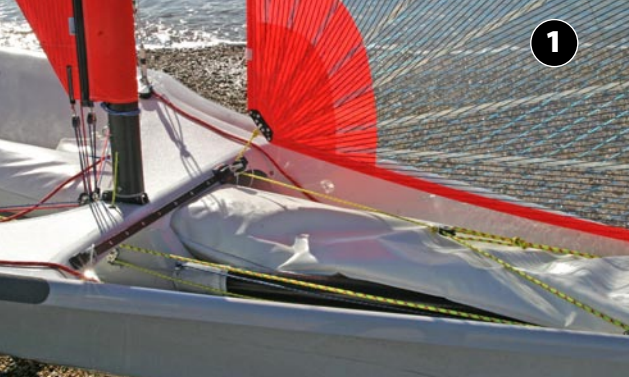
*We can control the boat, go fast and have fun. Even smaller teams can handle the boat really well.*

**Pepe Bettini, Argentina**

# 29er XX

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## features

1. The self-tacking jib allows the helm or crew to play the mainsheet upwind and makes downwind gybing a breeze.
2. Foam filled, extruded aluminium rudder and daggerboard foils offer immense strength and durability
3. Neat jib luff attachment and smooth, snag-free, spinnaker chute entry and exit.
4. The mainsail cuff improves slot performance and aerodynamic efficiency and neatly encloses the control lines and halyard systems.
5. Capsize recovery is very straightforward as the daggerboard is close to the water when the boat is on her side.



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## international 29er specification

Length overall	4.45m
Waterline length	4.24m
Beam	1.77m
Fully fitted hull weight	70.00 kg
Mast height above sheer	6.25m 6.70m (XX)
Sail area, main & jib	12.50 sq m 15.00 sq m (XX)
Asymmetric spinnaker	15.00 sq m 19.00 sq m (XX)
Designer	Julian Bethwaite
Builder	Ovington Boats

**Hull & Deck** Isophalic polyester FRP with foam sandwich laminate for stiffness and light weight.

**Daggerboard and Rudder Foils** Aluminium with foam core. Light and strong. Alloy rudder stock with vertically lifting dagger rudder blade.

**Spars** Composite topmast with aluminium alloy lower sections. Aluminium alloy boom. Composite bowsprit.

**Sails** Fully battened mainsail and jib for shape stability and long competitive life. Mylar film with fibre weave for light weight and low stretch. Tri-radial spinnaker cut for shape stability and long life.



## 29erXX rig specification

The 29erXX, a new design by skiff guru Julian Bethwaite, is a high-powered rig for the existing 29er hull. This new rig is only 0.45m longer than the standard 29er mast, and features carbon construction, double trapeze wires and three sets of shrouds. A masthead kite adds quite a bit of speed downwind while the responsive 29er platform requires the sailors to move with precision through manoeuvres. Carbon tubes extend out the back of each rail to allow the crew to keep their weight further aft and the bow out of the water.



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