



'Our boats are built with a circle in mind,' say the designers of the Grinde. One can certainly see what they mean when looking at the boat from this angle

getting to know...

GRINDE

by David Pelly

It's always intriguing when someone comes up with a shape which breaks completely away from the accepted fashion of design. It's even more intriguing when they seem to be right. The Bruun family of Denmark have done even better than this; they have developed a whole family of boats all of which share the same design philosophy and all of which sail well.

The story starts with the Flipper, a 4.04 metre scow which looks a bit like a small, rounded Fireball. Designed by Peer Bruun the Flipper has had great success in Scandinavia as a junior racing dinghy and about 8000 have been built. In 1969 Peer's son Peter took the next step by designing a little double-ended cruiser-racer the Spaekhugger (Killer whale). This has been a fairly spectacular success both in numbers built and races won. Latterly there have been two more boats, the 8.20 metre Grinde and the 10.30 metre Kasketol, and it was the Grinde imported by Michael Miller recently that we had the chance to sail recently.

'Most boat-builders believe that slender, pointed boats are faster,' says the Grinde brochure, 'but it's the other way around. Our boats are built with a circle in mind. They are broadchested just like a seabird or a fish and when you look closer you'll also notice the resemblance to a whale or a shark—the fastest swimmers in the ocean.'

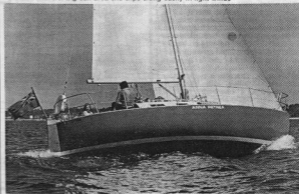
When you look at the Grinde you can certainly see what they mean:

virtually every line on the boat is a generous, bosomy curve. She is beamy, shallow-bodied and double-ended. The stem is blunt and the bow full sectioned. The stern is even fuller and looks almost circular from some angles. An amazingly fat rudder blends into the aft waterlines and tapers off to a sharp trailing edge. The rounded-ness even extends

above deck to the coachroof which is actually quite large but does not look it because of the curvaceous shape.

From looking at the boat afloat, you might well suppose that the water concealed a sort of Colin Archer shape with long straight keel. In fact, as the drawing shows, she is pure fin and skeg though under way she is so docile and well balanced that she might even satisfy Mr Clavell-Bate's requirement (see 'Our Readers'

Although she probably will not win any prizes for beauty, the Grinde is surprisingly efficient. With her big sail area she slips along easily in light winds





The saloon is exceptionally large. Backrests hinge up to form slides to the pilot berths. The cushion-covers are made of a special horse-hair material that is not damaged by water.



No sign of an anchor fairlead! On the other hand the crossed-finger fairleads can be moved along the rail as required or removed completely for racing.

The cockpit is comfortable, but not particularly large. Notice the unusual main hatch, arranged to suit the mainsheet system. The backstay comes down to a Baron mechanical adjuster.

Views) for a 'safe' fin and skeg yacht.

If she were just a comfortable, roomy cruiser, the Grinde would be surprising enough, but the most astonishing thing is that she is also intended to be a competitive half tonner and has in fact achieved some very respectable racing results.

One's first impression on going aboard is of great beam; 3.12 m (10 ft 3 in) on an overall length of 8.2 m (26 ft 10 in) is pretty wide even by today's standards. This has enabled the designer to provide wide side-decks as well as a wide coach-roof with very well-canted sides which are comfortable to lean against or stand on when the boat is heeled. The cockpit, on the other hand, is on the small side, as is so often the case on yachts with pointed sterns. However, as if to make up for this, there are no fewer than four hatches: a sail and anchor hatch right forward, a fore-hatch above the w.c. compartment, another over the saloon and another hinged one over the companion where there would normally be a sliding hatch. The last one is so arranged because the mainsheet track runs across the coachroof.

The chief glory of this boat, I feel, is her accommodation, which for a boat of only 26 ft 10 in overall is really amazing. What other half tonner can boast a saloon with two generous pilot-berths, two full-sized settee berths and a large table as well? With two forward berths and a quarter-berth this gives seven berths—and that's not all. There is a particularly well-planned galley with generous storage-space, a chart-table and a w.c. and wash-basin area. For reasons I don't completely understand, there is only a curtain between the saloon and w.c. area and nothing separating it from the fore-cabin. There appears to be adequate room for a compartment and I am sure it would be an improvement. The chart-table, to be sure, is a little on the small side and lacking in bulkhead space. The whole interior is not only remarkably spacious but also well made with pleasant



hardwood facings and fabrics.

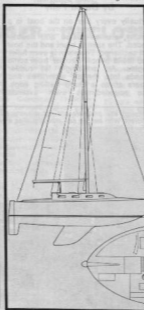
The Grinde has a big rig for her size and has spars made in the same factory as the yachts. She is pretty well-equipped on deck apart from the usual Scandinavian disregard for anchoring arrangements. The cockpit arrangement is a little strange with the main genoa winches being moun-

ted on the coachroof, as is the mainsheet track. The mainsheet is created by a jammer on the underside of the boom with the fall hanging down into the cockpit. It's all a bit odd but I am not prepared to be either for or 'agin' without longer experience of the system.

We only sailed the Grinde in rather balmy light weather but certainly in these conditions she was almost too docile to the extent of being a bit sluggish in tacking. On the other hand with her weight and generous sail area, she slips along nicely in light winds.

A 10 hp Bukh diesel with folding propeller gave the expected fair performance ahead and just adequate astern.

I found the Grinde unconventional, surprising and full of good qualities. I do not think she will win any prizes for beauty but for family cruising I would rate her as excellent with exceptional accommodation and good sailing qualities. If she can win races as well, so much the better. The real drawback at the moment is that like most imported boats she is very expensive to a British buyer. ■



LOA	8.20 m	26 ft 10 in
LWL	7.60 m	24 ft 10 in
Beam	3.12 m	10 ft 3 in
Draft	1.70 m	5 ft 9 in
Sail area	44.3 sq m	477 sq ft
IOR rating		21.7 ft

Built by Flipper Scow AS, Egeskøvej, DK-3490 Kvistgaard, Denmark.
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