

# PANDORA INTERNATIONAL

An exciting new development based on the highly successful Van de Stadt designed Pandora. Boasting the same fast sailing, sea kindly hull but with a brand new interior layout with two cabins, spacious galley, a dinette, and fully lined. She's got the lot — performance, comfort and good looks.



# PANDORA INTERNATIONAL

She's a great all rounder—able to take on the best of them racing round the cans yet with all the right features for comfortable and carefree cruising. Just right for relaxing family weekends and holidays.

**PERFORMANCE.** Trim in the sheets and at once you'll know this boat is something special. She is finger light on the helm and very responsive. The modern high aspect ratio rig is nicely balanced and enables you to point high and foot fast to windward. Off the wind it's a breeze. She's stiff in a blow and fairly romps along. When it comes to Summer's light airs the low wetted surface ensures that she'll slip along when the others have given up.

There is a choice of keel forms—fin—twin bilge keels or centreplate versions so that local conditions can be exactly suited.

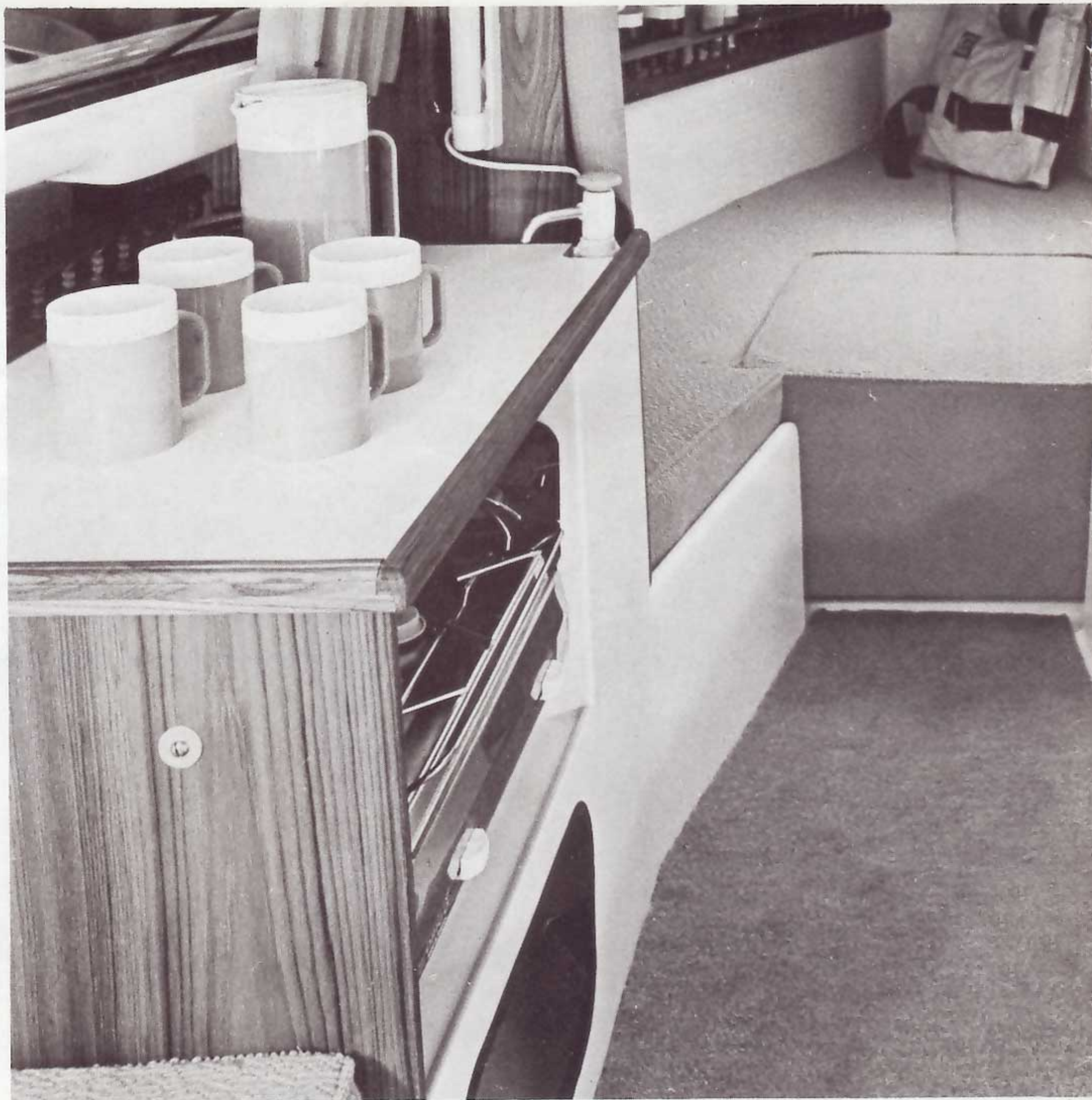
**ON DECK.** There's non slip everywhere you're likely to tread. There are sensible side decks and also grab rails and all round guard rails to keep you secure. The uncluttered foredeck is a delight to work on and the optional anchor well in the foredeck overcomes the problem of stowing the 'hook' out of the way yet having it immediately available. There is a convenient fore hatch to make sail handling easy and is available in G.R.P. or clear toughened 'Oroglas'.

**THE SELF DRAINING COCKPIT.** This is huge. Two seven foot long seats give all the space you'll ever need and they're built for comfort with contoured seats and high coamings.

There are two lockers with hinged lids—the deep starboard one is for the outboard motor and all the big gear and in the port side locker there is a shallow tray to take all the little things you can't find a home for on other boats.

At the aft end of the cockpit is the outboard motor well. It's a neat and very effective feature that gives you all the convenience of an inboard motor without all the problems. Manoeuvrability is excellent as the rudder is immediately behind the 'prop'.

**THE INTERIOR.** Slide back the main hatch and it's a woman's world. There is a cleverly devised galley with a sink, two burner gimbaled cooker and food store all covered by a work top which slides aft to give you a big five foot long galley. Opposite is the dining table with chart stowage beneath.



In the roomy fore cabin is the W.C. which is discretely divided off. There is a large locker under the cockpit sole, stowage under all four bunks and plenty of shelves to stow your gear. The whole of the cabin is attractively lined. The air gap works wonders against condensation and there is a very efficient 'Dorade' type vent built into the cabin top.

The interior is richly finished in oiled teak and for added old time craftsmanship you can have our handsome turned teak fiddles to the shelves.

You'll feel that Pandora International is light and airy yet warm

and inviting with carefully chosen colours and fabrics. The optional luxury nylon covers to the four berth cushions, the carpet and curtains add the final touch of 'home from home'.

**THE MATERIALS.** The G.R.P. we mould ourselves (Rydgeway Group is one of the largest moulders and are leaders in G.R.P. technology). The spars are anodised aluminium, the sails and sheets are terylene, the rigging and fittings are in stainless steel, chromed bronze and nylon. The rubbing strake and other solid wood is in Burma teak which only needs the occasional

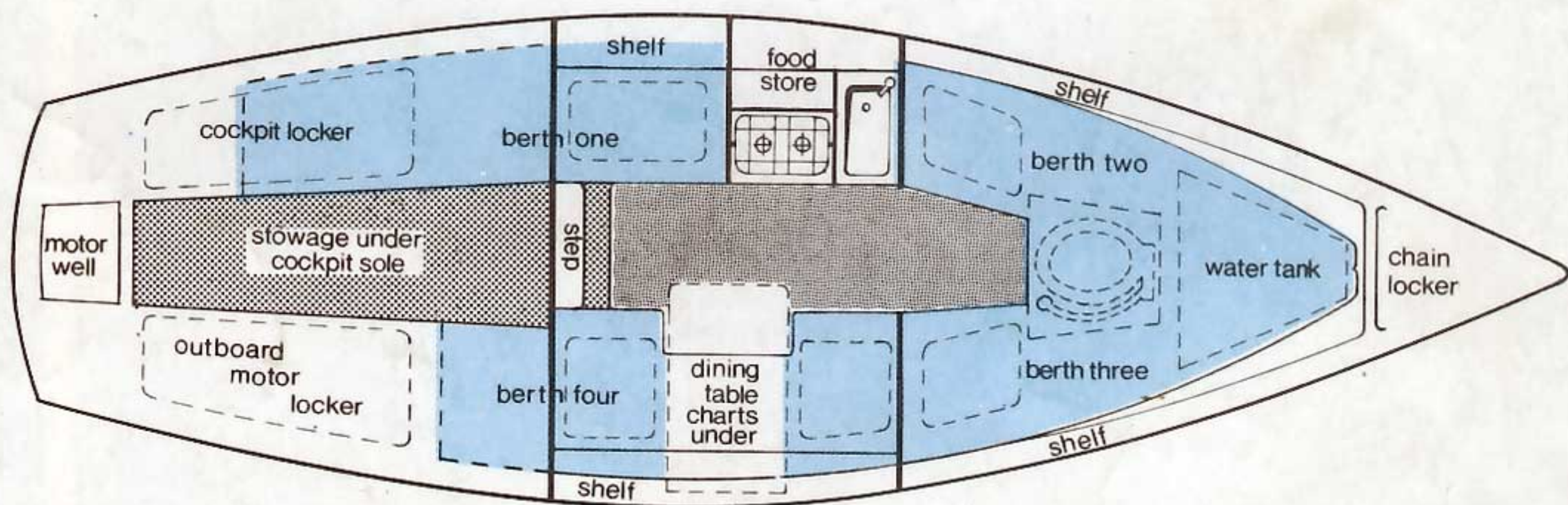
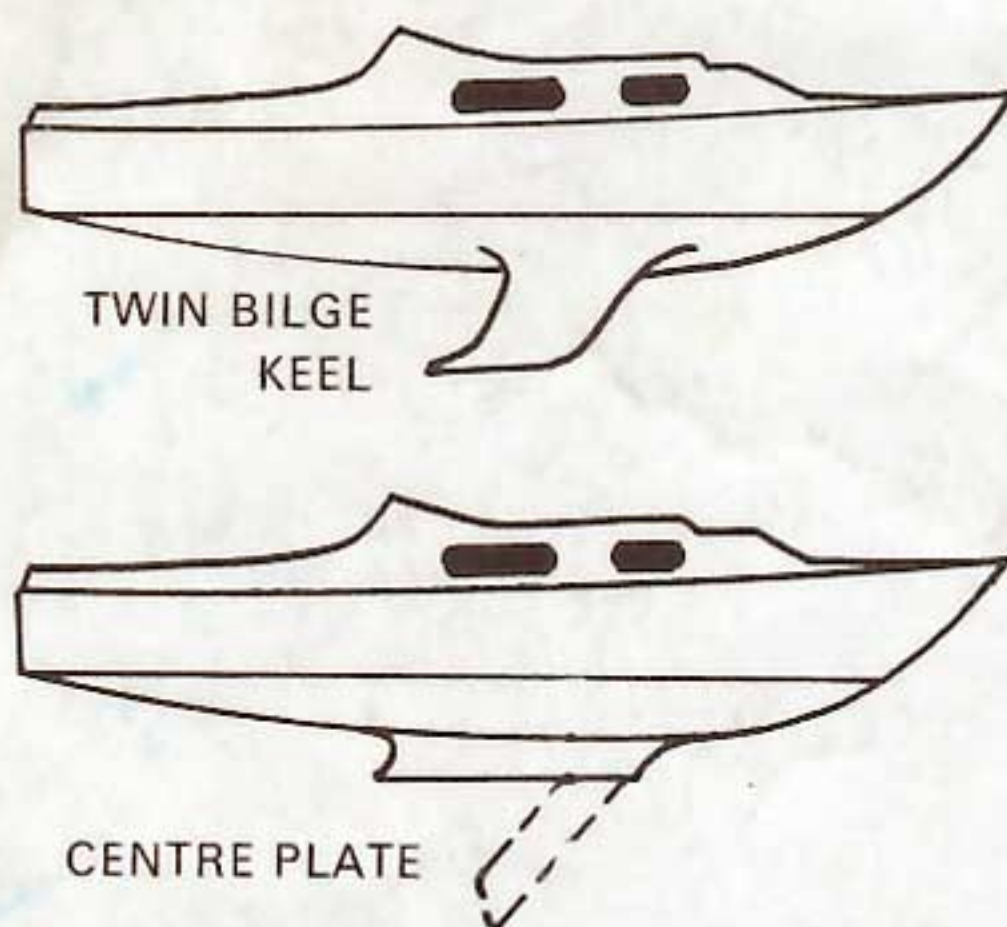


wipe over with oil, and if you give the hull and deck a polish twice a season your boat will keep like new. We like to claim that with a Pandora International you're making an investment. Naturally you will want to see one. We have appointed agents in all parts of the Country. They have been chosen for their knowledge and enthusiasm for sailing and will be pleased to give a demonstration, and any help or advice you may require.

As our policy is one of continuous improvement we reserve the right to alter the specification and prices without notice.



Alternatives to Standard Fin Keel



PRINCIPAL DIMENSIONS

L.O.A.	6.65 m	21'10"
L.W.L.	5.71 m	18'9"
Beam	2.10 m	6'11"
Draught Fin	1.14 m	3'9"
Twin Bilge Keel	.91 m	3'0"
Centre Board	.65m/1.37m	2'0"/4'6"
Ballast	435 kg.	960 lb.
Mainsail	8.6 m <sup>2</sup>	92 sq. ft.
Genoa	14.9 m <sup>2</sup>	160 sq. ft.
No. 1 Jib	11.5 m <sup>2</sup>	124 sq. ft.
No. 2 Jib	7.5 m <sup>2</sup>	80 sq. ft.
Storm Jib	3.78 m <sup>2</sup>	40 sq. ft.
Spinnaker	32.4 m <sup>2</sup>	349 sq. ft.



AUTHORISED AGENT

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Printed in England by Fidelity, Basildon, Essex.