

TRAILABLE YACHTS

Here are some of the yachts you can tow to the waterways with cruising as well as racing capabilities

Hartley TS 16s racing in the national championship on Lake Cootharaba. The class has the strongest association numbers in Australia (Daryl Cross/Fotoaction).



Affordables

FOR MANY people, in many locations, owning a small cruiser/racer is only affordable or feasible if it can be kept on a trailer at home, or in a club yard.

While the fast and exciting sports yachts have come to dominate the high-performance end of the trailer yacht scene, they are also expensive.

There is still a demand for the boat that can be cruised weekends as well as club raced, like the Noelex 25, now back in production in South Australia, the Castle 650 marketed by the Victorian builder with 120 on the water and the Gem 5.5, built in South Australia.

In response to letters to this magazine after last year's show, the Boating Industry Association of NSW encouraged a grouping of small and reasonably-priced trailable yachts in the Strictly Sail promotional area of the Sydney Boat Show.

On show were the new Catalina Capri 22, the Macgregor 26, which has planning performance under power, Ross 650 and Spider 28 from Ross Marine (older designs with a new builder) and the Elliott Escape from Sailing Scene.

The boats attracted enough interest to suggest there are customers still for this type of boat.

Sailling Scene's Kerli Corlett, a veteran of trailer-yacht sailing, marketing and building, said: "There's definitely still a demand for the more cruising-oriented boat. Unfortunately, few are

building them. I'm sure if I'd had a Noelex 25 on the stand, I would sold three of them, just like the old days.

"The only complaints I've had is, 'Where are the rest?'. "In the old days we had 20 trailer yacht people in the same hall.

"With the Australian economy going up and down, the moulds have been put away. But some of us, like the Ross Marine guys, have recognised there is a demand for a cruiser racer; the equivalent of a small Northshore 38 or J35, not as lavish as a Beneteau inside, but adequate and of reasonable performance."

"And I think boats that are going to make it in this area are going to be the ones that are easy to sail, have some ballast and no vices."

Corlett said boats with class association followings, like the Castle 650, appealed to people from dinghy classes like the Northbridge Senior and Heron. They had been involved before in association activities and wanted a small, easily-handled trailer-sailer that could be sailed by husband and wife without the large crew needed to sail a sports boat.

While the price tags might still look formidable, third and fourth-time trailable yacht buyers were prepared to pay up to \$62,500 for the new boat that suited their needs.

A survey of small trailable yachts currently available in Australia also shows that home building from a kit or home-finishing the partially-built professional

package is the best way for the budget strapped.

Hartley TS16

The boat that started the trailer-sailer movement, the Hartley 16 designed by New Zealander Richard Hartley in the early 1950s, still has good support and a very active class association in Australia.

Hartley designed the boat for ease of construction in plywood with only hand tools by the home handyman. Although boats have been built professionally in fibreglass foam/sandwich, the most common way of getting on the water in a new boat is to build it in timber from the official plans, available from the Hartley TS16 Association of Australia for \$120. The plans package includes a building guide, rigging guide, tune and trim guides.

It includes also and a year's free membership to the Australian association that automatically makes the purchaser a member of a home state association.

The association has registered 1566 boats over the years but believes many more have been built. It currently has 299 registered, 90 of them in NSW and believes it has the largest registered fleet of trailer sailers in Australia.

Association registrar Barrie Heath says the cost to an amateur builder contains many variables, including selection of wood, but guesses it is between \$10,000 to \$13,000. Around 400 hours are needed for building a boat.

The association has stocks of masts, booms and whisker poles.

Most states have racing and cruising programs. Fleets race in club, state and Australian association events.



Grouping of trailer yachts at the Sydney Boat Show with the Elliott Escape on the left.

Main specification: Length overall 5.0m, beam 2.2m, draft 228mm/1241mm, rigged weight 441kg, typical towed weight (with trailer) 600kg, main sail 11.54sq m, jib 5.1sqm.

More information: Barrie Heath, 217 Fox Valley Rd, Wahroonga, NSW 2076; 'phone, 02 9489 5126; fax, 02 9487 3529; e-mail, barrie@woodheath.com.au

Castle 650

Steven Douglas' Yachtworks, at Mordialloc in Victoria, has been building the Castle 650 since 1980 and has put about 120 of them on the water.

Yachtworks makes its own sails and trailers. It sells a complete boat on a trailer with five sails for \$22,500.

The boat has proven an excellent club racer with the right mix of ballast to sail area for the average club sailor. The boat is dry, fast and stable.

At 766kg, displacement is quite low, with 225kg of ballast in a computer-designed drop keel.

The underwater shape is a modern symmetrical design with low drag characteristics, resulting in exceptional handling in all condi-

tions. The boat has wide side decks that provide easy access to all parts of the boat.

There is a recessed anchor locker in the foredeck and a hinged hatch forward of the mast for access and ventilation.

A pop-top as well as sliding hatch is provided over the companionway.

The cockpit is large and clear, with a storage locker in the starboard bench seat. A bridge deck prevents water from entering the cabin from the cockpit. The cockpit drains at all angles of heel.

The cabin has 1.5m head room and there is full standing head room under the pop top. The centrecase forms an extremely strong structural member and mast support without intruding unduly into the accommodation plan.

There are vee berths forward that convert into a large double berth, full length settee berths to port and starboard. Between the centrecase and the starboard side is a shelf and storage locker with room for a sink and two-burner stove.

Under-deck side lockers form comfortable back rests to the settees. A folding table can be attached to the rear of the centrecase.

The internal furniture is a one-piece fibreglass moulding with internal structural bulk-

heads 'glassed in place forming storage lockers underneath. All internal surfaces are flow coated.

Construction is a vinylester resin tielayer, iso gelcoat, Coremat-cored hull and Klegecell core deck.

Main specifications: Length overall 6.56m, beam 2.42m, mass 766kg, ballast 250kg. More information: Yachtworks, 41 Governor Rd, Mordialloc, Victoria 3196, 'phone, 03 9580 6328.

Elliott Escape

In creating the Elliott Escape, designer Greg Elliott and builder Kerli Corlett wanted a simple, easily-rigged boat with excellent performance that was light enough to tow comfortably and had an interior with the room and comforts of home.

In the same stable as the Elliott 7.8 sports boat and the Elliott 7 racer/cruiser, the Escape is fast, responsive and easy to sail, with Elliotts' trademark high stability hull from hull form and an efficient keel. It has a 38 per cent ballast ratio.

The rig and sail-handling controls are simple and efficient, with a threequarter-rigged spun-tapered aluminium mast and non-overlapping jib. An asymmetric spinnaker flown from an extending bow pole offers exciting downwind rides.

The interior features a separate toilet, a large forward cabin, a cruising galley and sleeping for six.

A pop top offers standing headroom in the saloon. The table folds away and doubles as cockpit drinks tray. Cupboard and locker storage is plentiful.

The boat has a large, shallow cockpit, a boarding platform and a roomy anchor locker.

Construction is fibreglass/high density foam/Vinylester sandwich.

Main specifications: length overall 7.85m, beam 2.5m, draft 0.5m/1.7m, mass 1700kg, towing weight (approx) 1500kg.

Prices range from \$37,500 to lockup stage including custom trailer; sailaway including rig, main, headsail and threequarter ounce spinnaker, \$57,000; deluxe, including category 7 safety equipment and outboard, \$62,500.

More information: Sailing Scene, PO Box 908, Mona Vale, NSW, 2103; 'phone, 02 9979 6546; fax, 02 9799 6548.

Catalina Capri 22

Catalina Yachts released its Capri 22 at the Sydney International Boat Show in July. It says the boat has good performance in all conditions.

The deck profile is flared across the stern and the cockpit is wide with curved coamings for crew comfort.

A complete racing package is available including asymmetrical spinnaker, sheets,



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pole and backstay adjuster.

The enclosed head and optional galley module make the Capri 22 suitable for extended day sailing or week-ending.

Draft is 1.22m or 0.81m with an optional winged keel. Both models are trailable.

Once they are anti-fouled and launched, they can be left in the water without the usual problems of retractable keels. Swing keel yachts usually get coral growth in the centre case if they are left in the water for extended periods.

More information: Catalina Australia, 02 9960 5511.

Gem 5.5

John Stockton's Central Boating Services has built 40 Gem 550s, 14 of them in the past two years.

UK designer Rob Humphreys designed the boat for the European Micro-Tonner class in the late 1970s. It won the European Micro Tonner Cup.

It has a plumb bow, extreme beam of 8ft for its 18ft length, dished under body and flat after sections. The cabin lines are sleek and unobtrusive, the interior large, thanks to the beaminess of the hull.

Purchasers attracted by its modern "racy" appearance are amazed to find the design is more than 20 years old.

Stockton first saw the Gem in his native UK and is working from Humphreys' original moulds from Lymington Marina.

The Gem is constructed in hand-laid fibreglass cloth with a stiff central balsa core. All-up weight is 550kg, making for easy towing with a standard four-cylinder car.

The Gem has a proven self-righting capacity with a 180kg cast iron foil drop centre-board, hoisted and lowered with a clutch winch.

Two interior furniture moulds are available: an open plan with shallow vee berth for sports sailing and a cruising version with a higher vee berth suitable for hiding away the portapotti. There is a great deal of storage space at the stern ahead of a large watertight bulkhead.

Several owners undertake extended inshore or freshwater lake cruising trips.

Race success includes several wins and top three placings at the Milang to Goolwa (and the reverse-race Alexandrina Classic) and the Marlay Point overnight race.

These are owned by some of the "going faster" t/s skippers who have retired their cruiser/racers for something that is easier to trail to races, rig, launch and sail with crews of two or three.

The Gem 5.5 sail-away package price (on a custom-made trailer) is \$17,900.

More information: John Stockton, Central Boating Services, 10 Jenkins St, Birkenhead, Port Adelaide, SA 5015; 'phone and fax 08



The Gem 5.5s is class raced as well as cruised.

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Sailaway Yachts, on the Pacific Highway at Belmont South, has become the NSW and Queensland agent for the Gem 5.5.

As well as new yachts, Sailaway has a large selection of quality used trailer yachts.

Magnum 8.5

First and foremost, the Magnum was designed as a family boat with good accommodation, pleasing performance and stylish lines.

The interior layout features a fully-enclosed toilet with hand basin and vanity locker behind a teak door, set to port behind a double vee berth forward. There is an extra large double quarter berth and two settee berths.

The large saloon enables the whole family to be seated at the table. The galley to starboard, opposite the companionway, is compact and L-shaped and has a two-burner stove, stainless-steel sink and an ice box.

The threequarter rig features a self-tacking headsail that makes life comfortable for the crew while racing or cruising. All sail controls lead to the cockpit.

The hull and deck are fibreglass/foam sandwich for a light, strong yacht that is easy to launch and retrieve.

The outboard motor lifts in a well with bomb bay doors slope for convenience and

Magnum 8 has a strong class association.



to avoid the problem of the propeller lifting out of the water in rough conditions that transom-hung outboards have.

Having remote gear controls in the cockpit and a hatch covering the motor makes it the next best option to having a diesel.

Owners of Magnum 8.5s formed the Magnum Yacht Association of Victoria in 1989. The vast majority of Magnum owners in Victoria belong to it. Each year it organises a variety of social and sailing activities with the highlight, the Magnum Easter Cup, at Paynesville. A large turnout of yachts each year competes in family-style racing and social activities.

Main specifications: Length overall 8.53m, waterline 7.55m, beam 2.45m, draft 0.26m/2.45m, displacement 1400kg, ballast 400kg, sail area 36sq m.

Price: From \$36,000 hull and deck with finishing kits to \$70,000 fully fitted, less trailer.

More information: Magnum Yachts Pty Ltd, PO Box 56, Somers, Vic 3927; 'phone 03 9887 1741; fax, 03 9801 1413.

Spider 28 Mark 4

Ross Marine has upgraded the Spider 28, designed and first built by Gunther Heuchmer in the late 1980s when it became the highest-rated boat on the NSW Trailable Yacht Association's handicap yardstick.

Heuchmer described the hull as semi light displacement with very low mid depths for a hull of its length. The waterline beam is quite narrow and the waterlines do not change much when the boat is heeled, so it stays in balance at quite high angles of heel.

The fractional sail plan is moderate in area with relatively short boom and medium-roached mainsail. Ross Marine has simplified the rig in the Mark 4 version by getting rid of the backstay with a single set of aft-swept spreaders. The boat is easy to sail with few crew.

The boat does have large internal volume, allowing spacious cruising capacities. The Mark 4 version utilises this with six berths (one vee berth forward, four single berths in settees and quarters), galley unit (sink, two-burner stove with grill) fridge unit and a portable toilet in front of the main bulkhead.

A huge pop-top covers most of the aft area of the cabin, allowing very good ventilation/air circulation.

Ross Marine in the Mark 4 version has replaced the bulb keel with a dagger blade that can be fully retracted to be flush with the hull, allowing easy launching and retrieval on a standard trailer. The blade has a stainless steel frame extending its entire length. The bottom two-thirds of the blade is lead and the top third fibreglass.

The hull laminate of biaxial cloths and



Runnalls 8, a more simple, cheaper version of the Fremantle 8.

trailerable sports boat with the emphasis on simplicity and clean lines and a sail-away price of less than \$40,000.

The result is the R8 One Design with a multi-function concept: exciting inshore trailerable sports boat, IRC-friendly offshore racer as well as a roomy and stable twilight racing and family picnic boat.

The hull has been optimised towards upwind performance with narrower waterlines and more rocker. A larger keel bulb has increased upwind power. Offwind, the 57sq m spinnaker has the boat planing at 15 knots plus.

"This potent combination often sees the R8 sailing boat for boat with 36-40 footers and easily achieving top places on IRC handicap," Runnalls says.

The rudder blade is easily removed from its stainless steel housing and the keel lifts quickly on a neat, portable telescopic gantry for trailing or parking on a beach.

The deck layout is simple and clean, featuring a large, self-draining cockpit.

One pair of winches on the aft end of the coach roof serve all sheet, brace and halyard functions. Halyards and topping lift are cleated at the base of the mast and the 2:1 jib sheets on short tracks on the coach roof.

vinylester resin has end-grain balsa below the waterline and in the deck and high-load areas.

Main specifications are: Length overall 8.4m, waterline 7.9m, beam 2.49m, draft 1.8m max, displacement 1400kg, keel 500kg, trailable weight 1995kg, mast 10.2m, mainsail 25sq m, headsail 11.1sq m, spinnaker 49sq m.

The boat is offered in three stages: Lock-up, \$39,000; sail-away kit, \$61,000; de luxe, \$85,000. More information: Ross Marine, 98 Emerald Drive, Eaglevale, NSW 2558; 'phone/fax, 02 4626 8423; e-mail, rossmarine@ideal.net.au

An enclosed head in a five-berth layout is available as an option to the traditional arrangement with a porta loo under the vee-berth forward behind the bulkhead. A roll-out galley from under the cockpit is a tidy way of offering cooking/fridge facilities as well as making ideal use of this space. A pop-top is included as standard.

The hull and deck laminate is all hand laid using Klegecell foam, vinylester resins, end-grain balsa, biaxial cloths and marine-grade gel coats.

Now with a total towing weight (including keel and trailer) of 1050kg, it can be towed by a family car.

The stainless steel/lead centreboard is hydro-dynamically shaped and designed to give more stability for cruising. It is easily raised and lowered from the cockpit using the halyard winch. This also provides the capacity to beach the boat on an even keel.

The fractional three-quarter rig is simple, consisting of a tapered mast with single aft-angled spreaders, jib furler and with a 2:1 halyard to help control mast bend. No backstay is needed.

The hull is fitted with three buoyancy tanks: one under the front of the vee berth and one under the aft portion of each of the port and starboard quarter berths.

Having the cockpit enclosed at the transom reduces the chance of young children going out over the stern.

Main specifications are: Length overall 6.5m, waterline 6.35m, beam 2.48m, displacement (bare including keel) 660kg, keel 234kg, draft 0.2m/1.67m, mainsail 15.2sq m, jib 5.6sq m, spinnaker 31.3sq m.

Price: Basic sail away boat with main and jib, on trailer, \$33,350; completely fitted, \$44,000.

More information: Ross Marine, 98 Emerald Drive, Eaglevale, NSW 2558; 'phone/fax, 02 4626 8423; e-mail, rossmarine@ideal.net.au

Ross 650 Mark II

The Ross 650, designed by New Zealander Murray Ross in the late 1980s, over some years has been an excellent all-round family yacht, competitive among the fastest trailables yet dry, safe and stable.

The Mark II version from Ross Marine remains a spirited performer and is a family weekender with a comfortable cruising interior.

Accommodation, for five or six people, is available. The interior is quite spacious for a 6.5m boat. The cabin features headroom of 1.47m.



Ross Marine has revived the Spider 8.

Runnalls 8

Malcolm Runnalls Naval Architecture and Yacht Design produced the Runnalls 8 sports boat in response to a request for a fast,

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The spinnaker is launched from the companionway and the pole set on the mast from there, too.

The rig is a simple swept, two-spreader alloy section stepped in a tabernacle for easy raising and lowering.

The interior is open and airy with a double vee berth forward, with provision for a toilet under and two over-length quarter berths. The galley module to port and chart area to starboard have lockers above and below.

The volume enclosed by the bulkheads forward and aft provides enough reserve buoyancy to make the boat unsinkable.

Main specifications: Length 8m, waterline 7.14m, beam 2.50m, draft 1.93/0.43m, displacement 1360kg, ballast 630kg. Sail dimensions: I, 9.95m; J, 2.89m; P, 10.04m; E, 3.95m; LP, 3.04m.

More information: Malcolm Runnalls Naval Architecture and Yacht Design, 141 Petra St, East Fremantle, 6158; 'phone/fax, 08 9339 0441; e-mail, runnalls@smartchat.net.au

Austral Clubman 8

Austral Yachts has provided standing headroom in the saloon area of its Clubman 8 cruiser/racer. It has achieved this by producing a new aerodynamically-shaped cabin top lid and sliding hatch.

This extends from the companionway through to the keel case to create an even more spacious main cabin.

Austral has also introduced a new rig for cruising with reduced mainsail area, roller reefing to the boom and a furling headsail. The mast length is shorter and the mainsail size is reduced from 22sq m to a moderate 16sq m.

The boat has two double berths, two singles, a galley, double ice box, table, toilet and plenty of storage; accommodation for the whole family to enjoy. The boat is simple to rig, easy to trail and launch.

Scott Jutson designed the Clubman seven years ago for more emphasis on performance without sacrificing the cruising accommodation features Austral had developed and refined in its boats over the years.

Features still include having the outboard set inboard in well under the starboard cockpit seat; vertical drop keel and rudder, halyards and control lines tunnelled under the cabin top.

A fixed keel alternative is available with a diesel motor centred under the cockpit floor. This provides two large separate quarter berths aft.

The boat can be purchased at any stage of construction with prices ranging from hull and deck \$32,000 through \$58,000 for a sail-



The Austral Clubman 8 has all the features of a true small yacht.

away Club Sport version, with sails and on a trailer, to Club Adventurer \$68,000 and Club Classic \$78,000.

Main specifications: Length overall 8.5m, Beam 2.45m, draft 0.23m-1.83m, displacement 1200kg, towing weight 1800kg-1900kg, sail area 32sq m. More information: Austral Yachts Pty Ltd, 20-22 Cottage Lane, Hackham, SA 1563; 'phone 08 8384 5487, fax 08 8326 1537.

Noalex 25 returns

Austral Yachts has been given the rights to build and market the popular range of New Zealand Noalex yachts in Australia.

Alex Tretheway and Steve Marten designed the Noalex 25 as a simple, easily-rigged boat with excellent performance that was not too heavy for towing and with an interior that included a toilet area suitable for either a chemical or a pump-out head, galley with two-burner stove, sink and fresh-water pump.

A 3cu ft food-storage bin and 2cu ft refrigerator rolled from under the cockpit by removing the bottom companionway step. It could be taken off the boat for loading or to reduce weight when racing.

Austral Marine Pty Ltd is marketing the boat from \$28,500 hull and deck stage to \$55,000 Sailaway Deluxe (not including 8hp Honda four-stroke motor with remote controls \$3000 and tandem trailer \$4500.

Main specifications: length overall 7.77m, beam 2.50m, draft 0.30m/1.40m, displacement 1180kg, towing weight 1780kg, working sail area 21.37sq m, spinnaker 32.03sqm.

More information: Austral Yachts Pty Ltd, 20-22 Cottage Lane, Hackham, SA 1563; 'phone 08 8384 5487, fax 08 8326 1537.

Scruffie Marine

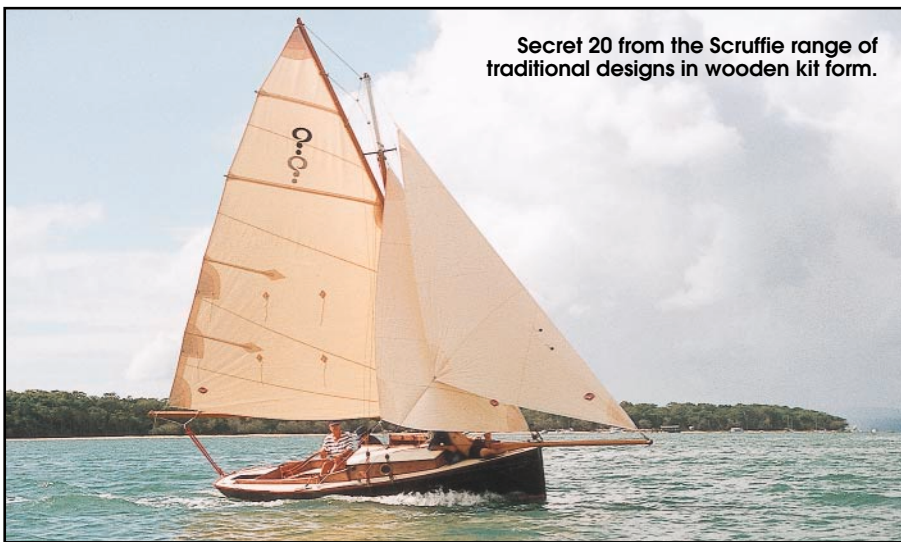
Scruffie Marine based at Eagle Heights, Queensland, has a series of slot-system kits for producing small, traditional gaff-rigged wooden boats for the home builder, designed by Derek Ellard.

Professionally-built versions, to any stage of completion from the Scruffie series, are available from Windward Mark, headed by Ellard's son Chris and produced from a factory in Marrickville, NSW.

The Scruffie slot-system kits comprise precision-cut BS1088 marine plywood, oregon and local hardwoods, stainless steel fittings, epoxy resin and comprehensive instructions anyone with modest wood-working skills can follow.

The 16-24 footers are ballasted with built-in lead ingots. The marine ply frames, bulkheads and seats quickly lock together using a system of precisely-located slots and tabs to form the chassis of the boat.

The builder can then opt for a number of open-boat or cabin layouts by cutting away or adding seats and/or bulkheads. On the



Secret 20 from the Scruffie range of traditional designs in wooden kit form.

larger boats, fixed berths for up to four plus two occasional berths can be installed. A pop-top coach roof can be fitted to give standard headroom.

A number of different rigs are available; sloop, ketch or yawl. The smaller craft can be supplied with a rowing kit, bimini top, tailored boom tent and an outboard.

The Secret 20 (pictured) is based on the typical English gaff cutter that evolved into a near perfect expression of hull and rig in the later 19 century. She has a fine entry, long flat run aft, high ballast ratio and plenty of canvas.

Intended primarily as a day sailer with good weekend facilities, the emphasis is on cockpit comfort and space. The boat will sleep two down below and two under canvas in the cockpit.

Ample space is provided for a porta potti, sink, stove and ice box. The self-draining cockpit will comfortably seat four along one side.

Auxiliary power is supplied by an electric motor sliding down through a hinged flap in the counter.

The total weight of the boat and trailer is 600-650kg, depending on the fitout. The boat can be launched readily and will draw 0.685m when afloat.

Prices are from \$7645 for a hull kit, \$9394



Careel 18s are still going strong.

for a mast/sail kit to \$35,000 for a complete boat.

More information: Windward Mark, PO Box 997, Maroubra, NSW 2035; 'phone, 02 8504 0595; fax 02 9349 6886.

Careel 18 Mark III

Over 31 years, the Careel 18 has proven to be the most popular small trailable yacht on the Australian market. Hundreds of families have had their introduction to sailing in this safe, stable, simple to sail yacht.

An active class association provides train-

ing as well as cruising, racing and social activities for its members.

The new Mark III version is 10cm deeper, giving much more headroom and cabin space. It even has a double berth forward.

The sink slides away under the cockpit and the cabin has a folding teak table with plenty of knee room and excellent fabric-covered bunk cushions and cabin lining. There is also good storage, for cruising.

The new keel is much heavier and is raised and lowered by a hydraulic ram operated from the cockpit.

The keel combined with the stable hull shape make the yacht safe and stiff in rough conditions, but it still sails well in light and moderate weather.

The Careel Mark III is unsinkable, with foam pumped into the hull while it is under construction.

Careel 18s have cruised extensively, some to the Whitsundays, Bougainville to the Solomons, Brisbane to Townsville and even the North Sea!

On the trailer, the Mark III makes a comfortable caravan. Many retired Careel owners have spent months touring the east coast of Australia on land and water.

More information: David Rose Yachts, 14 Currawong Ave, Palm Beach, NSW 2108; 'phone, 02 9974 4701; fax, 02 9974 5669.