

The launch boat that also named a class, *Clubman*, was built for and with input from Geoffrey Vercoe, one of Adelaide's keenest supporters of far-flung regattas. He knows all about the tyranny of distance and the associated costs of getting a boat around the country.

He campaigned the Jutson 42 *Maglieri Wines* in all the major east coast events, including the Sydney-Hobart race. He last sailed the big Whitsunday regattas in 1998, just before selling *Maglieri Wines*.

He returned in 2000 to the Hamilton Island regatta in a much more economical way with two of his crewmen towing the boat on the type of trailer you would find under one of the bigger trailable sports yachts behind an LT110 turbo diesel 2.7 litre Land Rover utility.

Trailing was made possible by retractable keel and rudder mechanisms, engineered by Austral Yachts from its 25 years of experience in building trailerable yachts. The boat was launched down a ramp from its trailer when it reached the Whitsundays. A crane is needed only to step the mast.

Michael Keough, of Austral Yachts, said: "To get the boat up cost \$500 in fuel. So I estimate we are \$4500 in front of everyone else who trucked boats up here."

Special framework

A console, incorporating a cabin table with two extension leaves, sink with electric pump and stove, is located over the keel box. The whole arrangement hinges forward to give access to the



keel box. A special framework is placed over the keel box and the keel is winched up to make a compact, trailable load.

The rudder is mounted within a cassette-like box on bearings so the whole unit can be lifted out through the top of the cockpit.

The towing load was just under the 3500kg towing weight limit, with another 1.5 tonne of weight in the tray of the ute to satisfy the vehicle weight requirements of the towing regulations. "You could tow it with vehicles like a 100 series Land Cruiser or Range Rover," said Keough.



Austral Yachts launched its new Clubman Super 30 last year at Hamilton Island. This Scott Jutson one-design keelboat, targeting the growing interest in the Super 30 JOG class, impressed **Bob Ross**.

Did it tow well? Did it what. Trevor Lambert, who with David Pearce, did the 3100 km driving job through Broken Hill and along the Newell Highway to Queensland, inadvertently left four triangular bottles of Grant's scotch whisky sitting at the transom edge of the open cockpit when they set out from Adelaide. The ride was so smooth, Trevor found the bottles still sitting there 900km up the road.

The boat is Jutson's first for Austral since the Clubman 8 trailerable that won the Australian Yacht of the Year Award for 1993-94.

Jutson says that although it is aimed at the growing interest in the JOG Super 30 class and will have one-design class rules, it also rates for IMS, IRC and IRM handicap rules.

The boat fully meets IMS headroom and accommodation requirements and is offshore capable to Category 1 regulations.

The rig features non-overlapping headsails with two pairs of swept-back spreaders and aft-set caps and lowers dispensing with the need for runners – the efficient arrangement that has now become conventional for IRC boats.

Carbon fibre

The spars are all carbon fibre, from Applied Composite Technologies, Port Melbourne, whose Pete Kula sailed on the boat at Hamilton Island, Clubman carried rod rigging. Headsails are non overlapping with 107 per cent LP measurement the optimal. Clubman's sail wardrobe, from Adelaide sailmaker Ray Brown, included three headsails of identical size but of varying depths to suit the conditions, plus a number four, masthead running and masthead asymmetrical spinnakers and a large-roached mainsail.



High level race performance is a feature of the Clubman Super 30.

Construction is to the American Bureau of Shipping standard. Hull and deck are Divinycell pvc cored with E-glass double bias cloth laminated with vinylester resin. Bulkheads, bunk bases and floorboards are all similarly foam cored.

The keel is a cast iron foil with a lead bulb. The rudder stock and blade are carbon fibre.

A good, distinct non-skid pattern is incorporated in the deck moulding.

Attention to detail

Austral has given a great deal of attention to the internal finish of the boat with neat, easy to clean and maintain, liner and furniture mouldings. "We spent a fair bit of time on getting the finish nice and fair," explains Keough. "We wanted to make it so it's easy to maintain and will always look good."

The layout is basic and racing oriented. The main bulkhead is set well forward. The forepeak is given over to sail stowage and accommodates the toilet. Two stowage cupboards are located port and starboard opposite the masts.

Settee berths with comfortable cushions and back rests flank the console housing the stove, sink and table,



Contact point

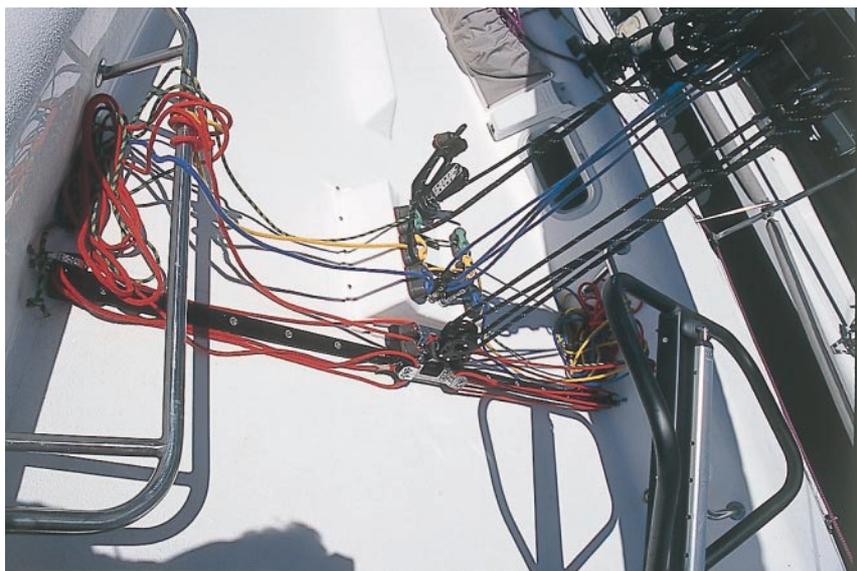
Designer: Jutson Yacht Design
Builder: Austral Yachts Pty Ltd,
 20-22 Cottage Lane, Hockham
 SA 5163
 Tel: 08 8384 5487; Fax: 08
 8326 1537
 or Email
 info@australyachts.com.au

with crew-stowage nets behind the back rests.

The two large quarter berths have central lee cloth dividers to create sea berths. An opening port each side admits light and air to the quarter berth area.

Batteries and extra stowage space are located under the settees opposite the navigation station. Auxiliary power is provided by a Bukh 12.8hp diesel (with sail drive) under the companion-way step.

Thought, too, has gone into

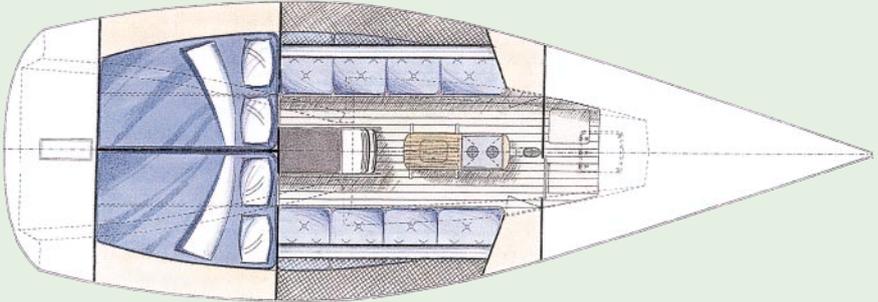


"The boat fully meets all the IMS headroom and accommodation requirements."





SPECIFICATIONS	
LOA	9.50m
Beam	10.45m
Cabin height	1.90m
B.MAX	3.80m
Draft	2.40m
Displacement	6,827kg
Sail dimensions:	
P	12.6m
E	4.5m
J	3.7m
L	12.128m



organising the deck layout and systems to keep the working areas clean of lines and tails.

The tubular aluminium hand rails in the saloon take the jib car positioning control lines; the Cunningham eye control line leads internally through the bunk bases to emerge at the mainsheet trimmer's console in the cockpit. The backstay control line leads through a tube in the transom, to the console where the mainsheet fine tune is also located. The twicker lines run internally too, in tubes 'glassed in under the decks. The main halyard emerges from the mast below deck.

The stanchions fit into tubes moulded on the inside, with fastenings securing the tubes to both hull and deck. The stanchions are secured in the tubes by Allen head threads. There are no bolts to come loose.

Deck fittings are all Harken, including a windward-sheeting self-tacking traveller car.

Sailing enjoyment

Pricing was not finalised when Geoffrey Vercoe's boat hit the water at Hamilton Island, Michael Keough expected it to be around \$185,000. Austral Yachts has a second Clubman Super 30 under construction and has also started

building a Clubman 36, a new design from Jutson that will balance performance, sailing enjoyment and handling with comfortable interiors.

Results at the regatta were gratifying; promising for a boat that had not raced before and with a crew that not been together until the regatta. It did include Ray Stone from Sydney, who formerly campaigned a Jutson Mount Gay 30 called *Razor's Edge*.

They had targeted the Mumm 30 *Addiction*, skippered by Stewart Lewis from Brisbane, as a similarly-sized benchmark and did seem to be faster upwind. Clubman finished ninth in the IRC fleet of 20 with her best placing a second in race eight.

"We have worked together with Geoff Vercoe on the boat and he is really happy with everything," Michael Keough said. "With it the cost of going to regattas, the ability to trail it around behind his car is very appealing.

"You go to a Farr 40 and you are looking at three times the cost for the boat and probably a lot more in running costs."

"It has been tremendous. I was not really expecting to do so well in IRC. I though we would be out the back door while trying to learn how to sail the boat. I think it is a lovely little boat

which has achieved all our expectations. "The crew work was good and having Ray Stone on the boat was fantastic."

The boat sails with a crew of seven. Vercoe was planning to do South Australian events this summer and possibly the Lincoln Week regatta."

Michael Keough was happy with the boat's first regatta performance. Work still had to be done on reducing the IRC rating. "We had to beat the Sydney 36 over the line," he said.

Easy does it

I went for a sail on the lay day at Hamilton in a 10-12 knot sou'easter. We ran into the Whitsunday Passage under the masthead spinnaker that is certainly big and had a long beat back.

Clubman was easy to manage off the breeze in these conditions, with a speedo showing 7.5 knots and then a bit of a dream to sail upwind.

Ray Stone was a big help on mainsheet trim and once in the groove upwind, we were able to sit on respectable speeds for long periods with the flat water helping. The speedo showed 6.6s and 6.7s a lot of the time. The boat built speed easily after tacks.

It's well balanced, easy to steer and tack and I really enjoyed the sail on a perfect, warm, Whitsundays day. ⚓

AUSTRALIAN YACHTING