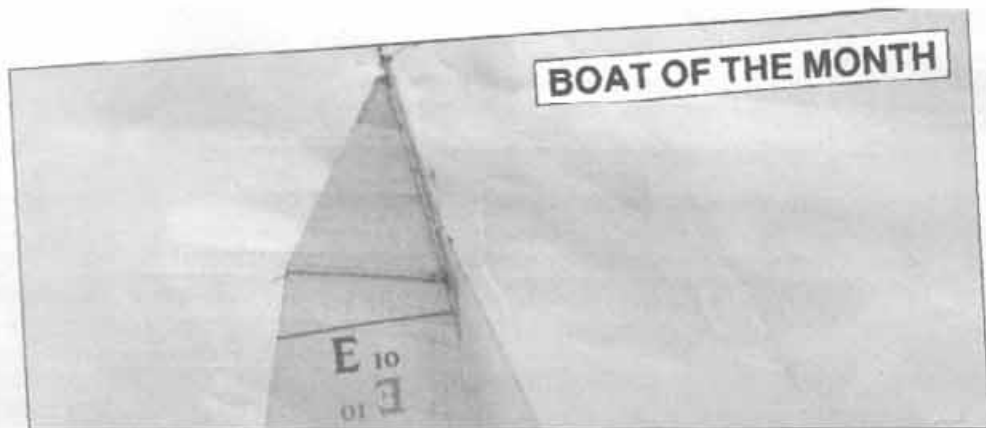


CRUISING



See Biscuit fly . . .



Sea Biscuit blasts along.

"One day I was sailing up the harbour in my old Stiletto and a little Elliott 5.9 flew past me . . . I realised there was something or someone very new on the scene," remembers Grey Hudson.

So when he and his wife Bobbie decided they were ready for a new boat they went to see Auckland designer Greg Elliott.

Sea Biscuit, the Hudsons' new Elliott 10-metre, was the first of her kind off the drawing board and into the water.

Although something of a trial horse, after only two weeks afloat she was romping past much larger boats to her owners' delight.

By AMY BON

"She is much faster than I expected," Grey says.

Sea Biscuit is named in memory of Grey's great-grandfather, who sailed out from England as a ship's cook and founded the Hudsons biscuit company in Christchurch.

Designer Elliott says that although people may label him as a radical designer, he is far from it. "Sea Biscuit is a good wholesome boat . . . well behaved and easy to sail."

Elliott counts his five-year apprenticeship served in the old Chas Bailey yard in Auckland's Beaumont St as important in his leaning toward traditional wooden boat-building methods. But although his methods may be traditional, his lines are not necessarily.

Unstayed rigs, acres of mainsail roach and reverse shear are all associated with his name.

Elliott dismisses his reputation as ultra-modern or unconventional. "All the things I'm doing have been done before. Unstayed rigs? Look at Zeddies and some of the old

Lipton Cup boats. Huge roach on the mainsail? Well, you couldn't get any more roach than the old gaff riggers had."

The 32-34ft range has always been the most popular size of boat, Elliott says. And over the years with the Townson 32, Stewart 34 and Farr 10/20, a very high standard has been set in this size range.

"I not only wanted to design a boat that would beat them around the track, but one that would better the cruising facility of these boats.

"Although trying to fit all the amenities of a 40-footer into 32 feet is not an easy proposition, attention to subtle detail increases usable space throughout the boat.

"When drawing a cruiser-racer like this I work inside out. First I draw the interior layout and fit in all the vital cruising facilities, then I draw a hull around it."

Although Grey and Bobbie Hudson initiated the 10 metre design with their commission, several more are under construction for the Hauraki Gulf.

Grey wanted a yacht with pace, Elliott says, and no compromise on accommodation.

Sea Biscuit is rounded in her underwater sections from aft all the way forward. These days boats are all very similar in the underwater sections, Elliott says.

"She is slightly full forward for speedy reaching and very easy helming under all angles of sail. This means no weather helm.



With a moderate beam, Sea Biscuit has a relatively full section aft to counter the full forward section.

From the mid section aft she has a hard turn of the bilges. Elliott says this gives form stability and contributes to her fast, easy, reaching ability.

She is relatively high watered and sports a clean straight shear — both attributes help maximise interior volume. And, as in most Elliott boats, she has a plumb bow and stern thus a long waterline length.

The rudder is a standard skeg with a solid stainless steel stock and a cedar blade. The keel, also a standard shape, carries 2800lb of lead all in a bulb.

It is built around a galvanised steel frame and faired with timber and sheathed with 20oz triaxial cloth. Recessed into the hull, the frame comes down off a 20mm thick top plate. The top plate measures 1200mm fore and aft and 200mm athwartships.

The main structural integrity of the frame is a box section which extends vertically about 4½ feet down from the top plate, ending in another plate where the bulb is firmly bolted.

"You have to really think about the engineering when you deal with bulbs," Elliott says, "to counter the huge load increases they cause."

The hull is double diagonal kauri moulded over oregon stringers and laminated kauri frames. Using 6mm x 150mm planks, the skins are stapled to the stringers. Fifty percent of the stringers are through-fastened with copper rivets and the rest are screwed.

Total hull thickness is about 13mm.

The series of 13 laminated frames vary in dimensions from 50 x 50mm for most of the frames, to 100 x 75mm for the main structural ring frame which ties the keel, the rig and the chainplates together.

There are a few structural laminated



The saloon has a modern feel.



Galley bench space abounds with plenty of storage in drawers, lockers and bins.

floors between the ring frames and the bulkheads.

The keelson is 150 x 25mm and laminated from timber and ply.

The deck is built of 10mm kauri ply laid over sawn deck beams which measure 50 x 25mm.

The deck, cockpit and hull are all sheathed using 6oz E-glass. Epiglass HT 9000 series epoxy resin is used for all sheathing, laminating and glueing.

Descending the companionway, the interior has a modern ambience with plentiful light streaming through two Lewmar hatches and the long cabin side ports.

The U-shaped settee to port wraps around a kauri table that can be easily lowered to make a large double berth. Like the dinette settee, the straight settee berth opposite adds a splash of colour with its upholstery — an icy blue brocade with a zig-zag pattern of salmon pink.

Settee backs all pull out to yield copious stowage space behind.

Tankage is in stainless tanks and includes 50 gallons of water and 15 gallons of diesel.

The cabin sole at the base of the companionway and in the galley is covered with navy blue pirelli dots and steel-gray carpets cover the remainder of the sole.

Joinery was built by Pacific Interiors and is all kauri.

The deckhead and interior coamings are painted glossy white.

Looking ahead, the forward bulkhead has a clock and barometer set and a nautical kerosene lamp.

To port of the companionway the galley offers a two-burner Mariner gas stove and oven. A deep stainless steel sink is supplied with salt water by a foot pump as well as hot and cold pressurised water.

A Wolter gas heater provides hot water on demand to the galley and cockpit shower.

Beneath the sink a handy rubbish bin folds out from a bottom hinge.

Plenty of bench space and heaps of

drawers, cupboards and bins will make the ship's cook happy. And for hot pots and pans, the white formica benchtop is inset with a cluster of blue ceramic tiles.

Opposite the galley is a small navigation station.

A top-access Engel electric refrigerator-freezer slides out from under the chart table toward the galley. It is powered by either 230 or 12 volts and shore power can easily be used to bring the contents right down in temperature before leaving the dock.

Two beefy 130-amp 12-volt batteries supply plenty of current to keep the beer cold while sailing and an over-sized 80-amp alternator keeps up with the system's current demands.

Plentiful electronic gadgetry will fill the navigation area. Sea Biscuit has a Uniden VHF with a SSB and a satnav soon to come. She has a complete set of English Incastec instrumentation. The maxilog system includes a speedo, average speed,

countdown timer, wind speed and direction and a log. A separate unit houses the depth sounder. Two bulkhead-mounted Plastimo compasses complement the nav instruments.

When music is the order of the day, an Alpine cassette stereo fills two Jensen speakers. Mounted on velcro, the submersible speakers easily move out on deck for those sunny cockpit days.

Aft of the nav station a door closes off a double quarter berth cabin.

Diagonals of light, finished kauri make attractive panelling. And although not cavernous, the cabin provides comfort and privacy.

The rest of the accommodation lies forward of the saloon in a V berth in the forepeak, bringing the tally to seven berths including the saloon settees.

Just forward of the saloon and to port is the head. A hand basin has a gold-plated tap and soap dispenser. Overhead, a solar-powered fan keeps up a stream of fresh air.

Plentiful storage looms behind sliding doors and a vacuum-style Lavac toilet completes the facility.

Opposite the head is a hanging locker and a storage locker with shelves. Both are behind louvred doors.

Another set of hanging locker and clothes locker complement the aft quarter cabin.

Under the companionway, the iron genoa, an 18hp Yanmar, is softly mounted for a smooth ride. The companionway stairs

and engine box face pull away to allow unhindered front access for engine maintenance repairs.

Out on deck the violet-painted nonskid surface catches the eye.

The cockpit is long and relatively narrow with an interesting layout which keeps the crew members off each other's laps while racing.

For instance, the mainsheet traveller and controls are behind the helmsman so no one has to jump over the tiller during tacks and gybes.

And the primary winches are well forward of the helmsman so the headsail trimmers are also unencumbered by the mainsheet hand and the driver.

Winches are six Barient's including the two primaries and two cabin top winches on either side of the companionway. All halyards and controls run aft for easy shorthanded cruising. A barrage of Forespar jam cleats hold them tight.

The mast extrusion was imported for a continuous unjoined section. A 7/8 fractional spar, the rigging was supplied by Terry Gillespie and fitted by Bruce Elliott, of Mast and Spar Services.

Swedish Riggarna rod and rigging screws were used. Numerically calibrated, these screws allow set rig tension adjustments for different conditions.

The forestay and the uppers are 6mm, the lowers are 5mm, the lower caps are 6.5mm and the intermediates 4mm.

Sobstad built all the sails which include a racing main with a full top batten, a mylar No. 1 and No. 2, a dacron No. 3 and a storm jib and trysail. The spinnaker is white with a black and red stripe and is 3/4oz.

To spare the racing sails, Grey Hudson had several old sails cut down into cruising sails for the boat.

Storage on deck includes a large drained locker beneath the cockpit floor for the liferaft and another for gas bottles. Under the cockpit seats are more lockers with an especially cavernous one beneath the port side from where the shower head extends.

The walk-through stern will be a boon to summer cruising.

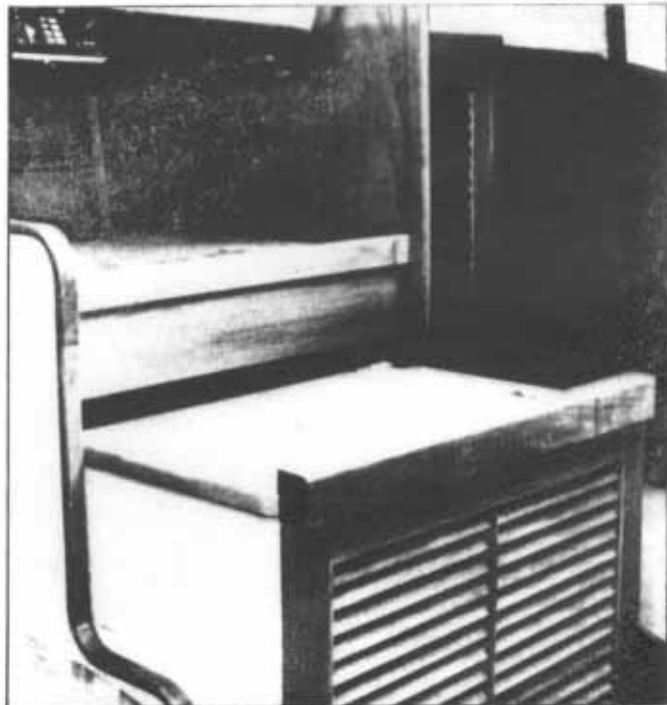
On one of her first outings, with the paint hardly dry, Sea Biscuit let loose around the harbour doing 16 knots.

But the best thing, says her delighted owner, was that at 16 knots it still felt a long way from top gear. ●

SEA BISCUIT	
LOA	10m (32ft 9in)
DWL	9.3m (30ft 6in)
Beam	3.3m (10ft 10in)
Draft	1.9m (6ft 2in)
Displacement	8300lb
Ballast	Lead 2800lb (all in a bulb)
Builder	Terry Sherson
Owners	Bobbie and Grey Hudson
Designer	Greg Elliott



Looking aft through the saloon, the galley lies to port and a quarter berth cabin provides privacy to starboard.



The electric fridge-freezer slides out from beneath the chart table. Warm air from the electric motor vents into the hanging locker beside it.