

Zora IV — a bright light on the cruiser scene

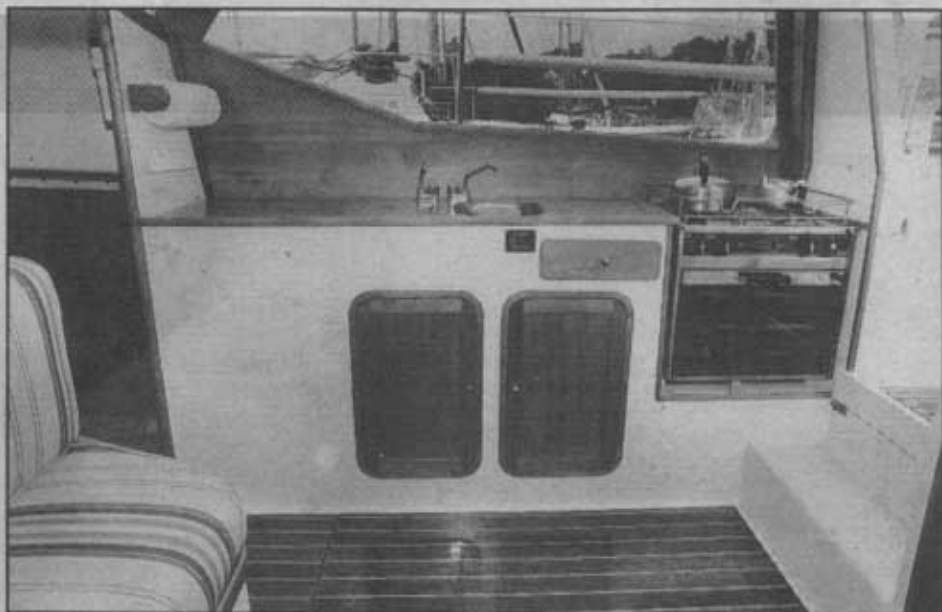


Hard on the wind, Zora IV managed around 5.5 knots.



Good visibility is enjoyed from the helm position on all points of sail.

Zora IV may well mean "sunrise" in Yugoslavian — but on first sighting the little cruiser it took some time to dawn on us that this was an Elliott design. For a start there is a pilothouse, wheel steering and other cruising features never seen on any previous yacht by this designer.



Cooking with a view. The galley in the pilothouse is superbly equipped — from a top-flight oven to a 4 cu ft fridge.

Elliott's switch to this traditional style of yacht came at the request of owner, Ivan Trubovich, who wanted a comfortable cruiser.

To achieve his desires, Zora IV is constructed of double skin kauri, the yacht has a 50hp Yanmar diesel and fixed three-blade propeller, a very conservatively-sized rig and a swinging centreboard.

Auckland's dreadful winter did little to assist our endeavours to test Zora IV, the first attempt being called off through lack of light and an over abundance of precipitation.

This rainy day was, however, ideal for a detailed interior inspection.

Stepping onto the boarding platform

of this 10m yacht, most would feel the cockpit under-sized. However as the boat is intended for comfortable shorthanded cruising, the space available is more than adequate.

The Edson steering pedestal with compass binnacle is the centrepiece of the cockpit. An Autohelm 4000 with remote and throttle/gearbox control are fitted on the pedestal.

The helmsman's visibility, often impaired on this style of yacht, is not a problem on Zora IV as the view ahead is clear right through the pilothouse windows.

The sheet controls are well positioned in the cockpit. The jib sheets lead to Barient 22 two-speed self-

tailoring winches on the for'ard end of the coaming while the mainsheet is led to a similar winch on the aft end of the starboard coaming.

The mainsheet traveller system is well out of harm's way on top of the pilothouse. Also in the cockpit is an Apelco 300, a neat instrument readout which delivers boat speed, water temperature and depth and even displays fish graphics when it's time to get out the rods.

Below this instrument are two sliding ports providing ventilation and visibility while helping from the port position.

Large lockers are built beneath the seats on each side of the cockpit — ideal for fishing or cruising gear.

Access for'ard down the side decks is excellent, there being plenty of deck and handrails to ensure a safe passage for'ard.

The Hibiscus Masts rig is a three-quarter configuration with swept spreaders and, in true Elliott style, no backstay. The rigging is stainless wire, terminated with Graham rigging screws. The main and jib halyards are terminated at Maxwell 18 bottom-handle winches on the mast while the reefing and outhaul controls are fitted to the boom.



The clear-finished kauri hull provides a smart background to the toilet vanity.

Zora IV's deck is littered with hatches to ensure good light and ventilation below decks. The IMI hatches are positioned on the foredeck, over the toilet and saloon. Lewmar opening ports are fitted in the cabinsides.

A Maxwell anchor capstan retrieves the ground tackle via the "spareman," a temporary teak bow extension to keep swinging anchors away from the relatively plumb bow. A spacious anchor well can handle all the chain and warp needed for serious cruising.

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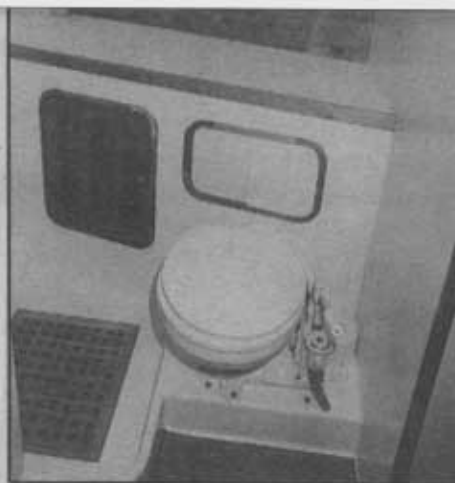
navely prime bow. A spacious anchor well can handle all the chain and warp needed for serious cruising.

Forced inside by another rain squall, we discover that the lack of cockpit space is more than compensated for by the huge pilothouse, a perfect retreat in these less than ideal conditions.

The galley is positioned fore and aft on the starboard side of the pilothouse. Cooking is by Mariner Princess gas oven with two sinks set in the beautifully finished and varnished kauri benchtop. Pressurised hot and cold water is available at both sinks.

The 4.5 cu ft fridge is positioned at the for'ard end of the bench while vast locker space is available beneath the bench for all cruising stores and galley equipment.

To port in the pilothouse is a comfortable U-shaped settee with the yacht's batteries, diesel and water tanks — and still more stowage space beneath. The diesel capacity is 160-litres (35 gallons) while there is 180 litres of water (40 gal-



A swing door provides privacy for the toilet compartment.



The U-shaped settee in the pilothouse — a cosy refuge.



A 4 cu ft freezer is built into the work bench in the fore-peak.

lons). Both tanks are of stainless steel.

The master switch panel by Roy Shingles is fitted to the fore-peak bulkhead with an Apelco VHF mounted above.

A concern with large pilothouse windows is their vulnerability in large seas. In Zora IV's case the side windows are toughened glass while the wrap-around front window is tinted perspex.

Leaving the teak and holly flooring of the pilothouse we step below onto the carpeted main cabin. This cabin fea-

This large double berth is the prime feature of the main cabin.

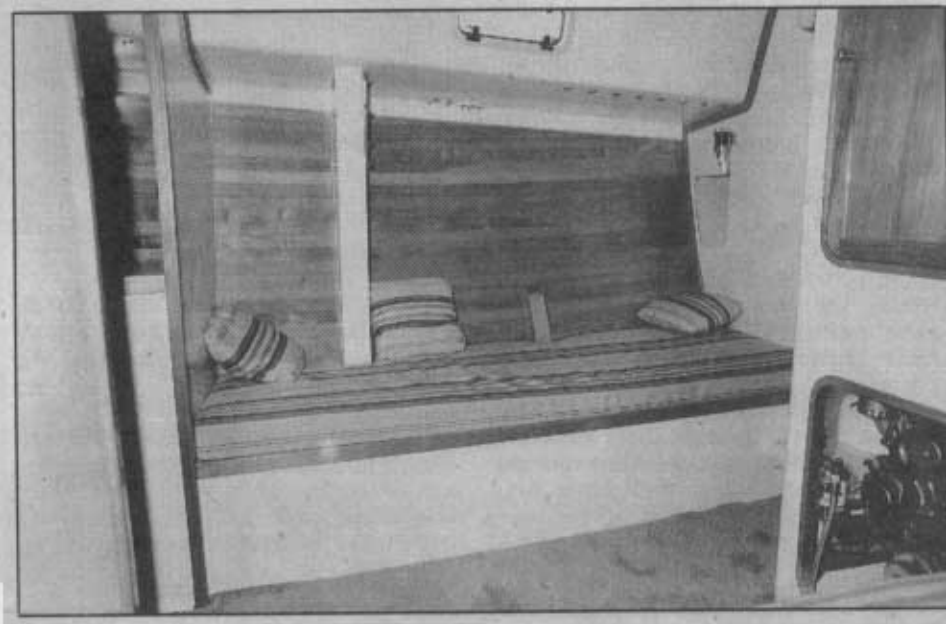
tures a large double berth to port and a small settee berth to starboard. The space beneath the bunk, as well as housing the pressure water pump system, is again devoted to general stowage. A striking aspect below decks is the clear-finished exposed kauri hull, the workmanship involved being proudly displayed.

There being no concern about weight aboard this cruising yacht, the chainplates and keel floors are massive. The six keel floors, supporting 10 25mm keelbolts, are 100 x 180mm.

Zora IV has a centreboard which is electrically-lifted up into a stub keel, providing a shoal draft for inshore cruising.

The 50hp Yanmar is horizontally-mounted with a 7 degree angle drive. The engine is neatly housed beneath a large hanging locker at the aft end of the main cabin. Reasonable access is achieved from almost any angle.

A single settee is fitted to starboard in the main cabin. Also pictured is the fore-peak access to the engine.



For'ard of the main cabin is the large toilet compartment to port. The toilet is a hand pump Raritan. A teak shower grate is fitted, but as yet no shower. The hand basin, complete with hot and cold pressure water, and vanity space is fitted opposite to starboard.

Further for'ard of this is the owner's workshop bench with a 4 cu ft freezer beneath. Ample sail stowage is available in the forepeak.

The test

Some days later, with an improvement in the weather, we are able to cast off to test this novel Elliott.

With the engine power and fixed prop the yacht is easily extracted from its marina and powered out onto Auckland Harbour.

Opening up the throttle, Zora IV squats slightly at the transom — and takes off. Top speed with the existing prop is around 9 knots, with easy cruising at around 8 knots. When the 18 x 16 prop is fitted the owner expects a cruising speed of around 10 knots.

With this kind of motoring power, Zora IV is a true motor sailer, being clearly capable of punching home into a strong wind and sea should those aboard not be keen on a stiff upwind sail.

On a cold, wintry day it is easy to appreciate the thought of being tucked away warm and dry in the pilothouse rather than having to sit out on an exposed rail.

A 15-knot southwester encouraged our test team to hoist the main and No 2 genoa. The first sail was hard upwind where the 10m Elliott took some getting used to — a different sailing approach being required compared to ped-



Motoring comfortably at 8 knots.

igree race boats. Sailed about 10 degrees lower than a race yacht Zora IV achieved good helm balance and the best speed — in this case around 5.5 knots.

Steering from a leeward position, tucked in behind the pilothouse, proved a warm retreat while still offering good visibility around the entire yacht. An even better helm position on such a win-

ter's day is in the pilothouse, steering by the Autohelm remote control.

Bearing off onto a two-sail reach, the little Elliott belies its "cruiser" label by accelerating surprisingly quickly to more than 7.5 knots. Zora IV clicked off the miles easily despite having no spinnaker or gennaker. These extras will be added to the present spartan sail wardrobe.

The helm weight decreased on the reach, the yacht being easily controlled, either manually or by Autohelm.

After some hours both motoring and sailing this new Elliott, we headed back to the marina where the superb manoeuvrability of the yacht was demonstrated with the sheer simplicity of berthing.

Construction

Zora IV's hull construction comprises an inner skin of 25mm of kauri with an outer 7mm skin, glassed over. The cabintop is cedar and glassed each side, while the cabin sides are solid kauri.

The centreboard is 20mm steel plate which swings into the lead stub. The electric centreboard winch is mounted on the mast post in the toilet compartment.

The rudder is a balanced spade design, laminated timber on a stainless steel stock. The yacht has access to the rudder head to allow the fitting of an emergency tiller in the unlikely event of a quadrant failure.

Summary

While unusual in today's crop of cruiser/racers, the layout of this little motor sailer is based on an old and proven concept. With comfort and ease of handling the key criteria, Zora IV will appeal to those who wish to sail but like the thought of being able to do it from the shelter of a pilothouse, and also be able to switch on the big diesel should the conditions be fierce and from dead ahead.

The yacht is superbly constructed, the clear-finished kauri hull being a real feature below decks. Having no weight restrictions, Zora IV is robustly



Zora IV performed surprisingly well when two-sail reaching.

built and well able to stand up to heavy work at sea.

Drawing only 1.2m with its swing centreboard raised, the Elliott cruiser will enjoy safe access to anchorages untenable to deeper-drafted craft.

The small cockpit proved more than adequate, especially as much of the crew's time is spent in the pilothouse with the yacht being controlled by the Autohelm 4000.

Below decks, the yacht is set up for very comfortable two-person cruising. An alternative layout would be requi-

red if the vessel was to have a larger cruising crew.

Pilothouses rarely do anything for a yacht's aesthetics, and although Zora IV's pilothouse is cleverly styled, it does tend to give the yacht a short, stout appearance. Cabinside graphics giving the appearance of a long low wedge window should help alleviate this impression.

Overall, the 10m cruiser comfortably meets all its design criteria, the owner being rapt with its performance around the Hauraki Gulf.

The vitals

LOA	10m (32ft 9ins)
LWL	9m (29ft 6ins)
Beam	3.6m (11ft 10ins)
Draft (board up)	1.2m (3ft 8ins)
Draft (board down)	2.1m (6ft 10ins)
Ballast.....	2040 kgs (4500 lbs)
Displacement.....	4600 kgs (10,140 lbs)
Designer.....	Greg Elliott
Builder	Geary and Sherson
Motor	Yanmar 50hp
Sails.....	Sails Specialty
Rig	Hibiscus Masts
Winches	Barient/Maxwell
Paint system	Epiglass
Deck fittings	Ronstan