

New Elliott 11m sends a shiver through yachting ranks

By MIKE SABEY

Greg Elliott's new 11m IMS production racer 'Easy Touch' almost caused a major upset in its first up regatta when it went within an ace of displacing 'Assassin' from Australia's Kodak Southern Cross Cup team.

The quick 36 footer showed great versatility in the Cup trials sailed off Sydney early in December and, as runner's up prize, had to be content representing Victoria in its "A" team.

In the trials with Greg Elliott onboard calling the shots together with Peter Newman (helm) and Rob Green from the Sandringham Yacht Club and a number of his 'Jacobina' crew, the trio gave this, the first of what should be a long line of new IMS production racer/cruisers, a top work out.

Peter Newman says, 'Easy Touch' feels like a dinghy, nothing like an IOR boat and the one thing which impressed me was its stability."

"Up wind it accelerates very quickly and is very responsive, on a reach it has got no special feel although it's easy to steer. Under kite, especially in a seaway, it runs very deep and I'm really impressed with its running, it surfs very easily and with little effort".

While this medium light IMS racer/cruiser is abreast of the very latest rule limits, it can, if fitted with swept back spreaders, be easily sailed by a husband and wife pair.

'Easy Touch' is fitted with sails from North's Melbourne loft, whose Manager, Ross Lloyd, test sailed the craft on Sydney Harbour



Big working cockpit has plenty of room for seven crew.

before Christmas, "It's beautifully balanced and will make a good IMS racer whilst also being a perfect club boat. Unlike some other IMS boats, to get good performance you don't need all the crew on the rail."

'Easy Touch' comes from a long line of Elliott designed racer/cruisers ranging from the 5.9 trailable 'Collectors Item' to the 12m

'Sassy' which have achieved remarkable success on both sides of the Tasman and around the Pacific over the last 10 years.

The design concept for the Elliot 11m (36 footer) was to create an affordable IMS racer around the J35 and Mumm Admirals Cup 36 waterline length costing around A\$206,000 with basic racing sails and electrics.

Melbourne marketing consultant Peter Fellows, principal of New Yachts, commissioned a set of female moulds at a Mordialloc factory where the first prototype hull was made and finished in October/November last year.

'Easy Touch' is destined for the New Zealand market early in 1994. It was decided to campaign the new boat in the recent Southern Cross Cup and 630 n/mile Kodak Sydney Hobart. The boat showed out well with an outright second overall in the first race of the Cup. It retired from the gale blasted Sydney-Hobart at Eden in order to save the boat any damage in the 10m seas rolling in from Bass Strait.

The hull has been constructed from Vinylester resin, E-Glass and S-Glass and is cored with PVC foam which, according to the working load, varies in density and is vacuum

bagged in the female mould. The white non skid deck is built of similar laminate materials to the hull and is reinforced in high load areas with additional high density laminate. Both hull and deck are finished with a white Gelcoat or colour to suit.

The internal structural moulded interior liner forms the bunk front and tops (longitudinals), mast step, keel floors and keelson, engine beds and floor frames. In the bow there are two structural ring frames, a



Top left: Down wind it just wants to get up and surf.

Top right: Upwind the boat feels like a dinghy.

Above: She's best sailed at 20' inclination.

Left: Looking aft, the comfortable cabin leads through to the nav station (left) engine beneath cockpit floor and rear sleeping berths.

Bottom left: Looking forward across the nav table with fold down table on bulkhead, enclosed head beyond the mast.

moulded enclosed toilet and hanging locker/stowage at the mast partners with chain plate attachments glued and glassed to the hull.

The finish is a pleasant soft off white two part polyurethane satin gloss paint, complimented with grooved teak timber floor, wool check coloured bunk cushions and teak trim around the nav station and stair treads set from a sturdy SS ladder frame. Long perspex tinted windows and a forward hatch let in plenty of light.

There's a fold down table pinned out of the way to the forward bulkhead ready to be lowered when needed and a removable engine cover over the Yanmar 18hp sail drive motor located directly beneath the cockpit floor. In addition, two aluminium pipe berths are located at the beam max under the cockpit seats to sleep crew when racing.

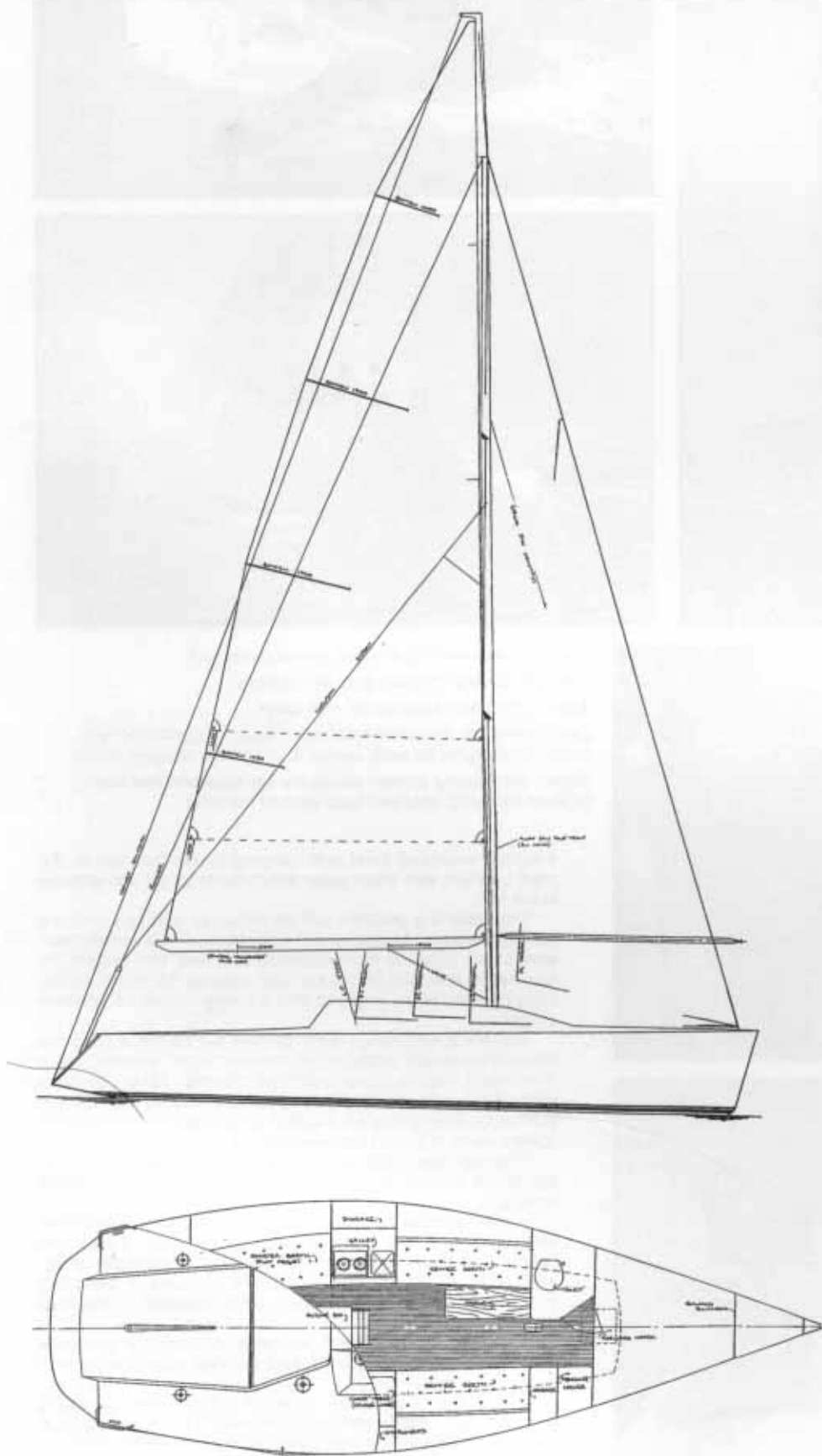
Through the main cabin there are five wall mounted adjustable 12 volt lights, set up for dining, reading or mood lighting.

In the galley swings a typical two burner metho stove fitted with SS guard rails, stowage lockers for cups, plates and cutlery and food condiments for cooking. A hand pump lifts fresh water to a small sink adjacent to the stove in the galley from one of two 90 litre bladders fitted outboard of the bunk fronts.

A 1,890kg lead keel with antimony is fixed to a keel cage designed to ABS standards and painted after fairing with epoxy undercoat.

The engine is a Yanmar 2GM200 x SD20 18hp sail drive complete with folding propeller controlled by a single lever in the cockpit adjacent to the starboard runner winch. A control panel with tachometer, warning lights and alarm is located in the nav station.

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In the standard fitout a marine quality battery dedicated for engine starting is supplied. An 80 litre diesel SS fuel tank is fitted behind the engine with a breather pipe located in the cockpit side.

The boat carries a powerful double spreader Goldspar fractional rig with jumpers, which should rate well under the IMS rule, held up with discontinuous rod rigging. There's two spinnaker halyards, but only one Spectra headsail halyard, a Tuff Luff forestay headfoil, and two reefing lines for the mainsail.

The sails are North Kevlar and Mylar racing sails. The main is 41.5m²; No 1 genoa 40.3m²; 3/4 kite 93m².

With a medium length cabin the deck layout leaves plenty of work room for the seven-nine man crew to go into action in racing configuration. There are just six winches for runners (Lewmar 44st), headsail (Lewmar 43) and spinnaker sheets/guys/halyards on the cabin top (Lewmar 30st).

A six purchase mainsheet block and tackle system traveller bolted along the transom of the 36 footer provides excellent end of boom leverage. A 4 to 1 fine adjustment tackle system compliments the main system.

A stack of jammers over the companion way hatch snares most of the working sheet/halyards whether in use or at rest.

Most of the SS fittings and deck hardware were supplied by Ronstan.

Two big Plastimo 130 bulkhead compasses sited in front of the custom made tiller (and extension) steering position give the helmsman a good continuous sight of his bearings. Forward of the mast, teak toe rails are bolted beneath SS plastic covered safety lines supported by SS stanchions and bases.

For further information, please contact New Yachts, Mordialloc, Victoria, PH: (03) 587 5461; FX: (03) 587 5493, or Elliott Boat Design, Auckland, New Zealand. PH: (649) 483 7770; FX: (649) 483 4443.

SPECIFICATIONS:

LOA: 10.97m
 LWL: 9.44m
 Max Beam: 3.58m
 Max Draft: 2.17m
 Displacement: 4,000
 Keel: 1,900
 I: 13.75m
 J: 3.8m
 P: 14.8m
 E: 5.0m
 Working sail area: Upwind 81.8m²
 IMS GPS handicap: 590sec/ mile
 Crew to race: 7-9
 Berths: 6
 Cabin Headroom: 1.82m
 Complete boat, no sails, no electrics:
 A\$180,000
 Designer: Elliott Boat Design Ltd, Auckland, NZ
 Built and marketed by: New Yachts, Mordialloc, Victoria