



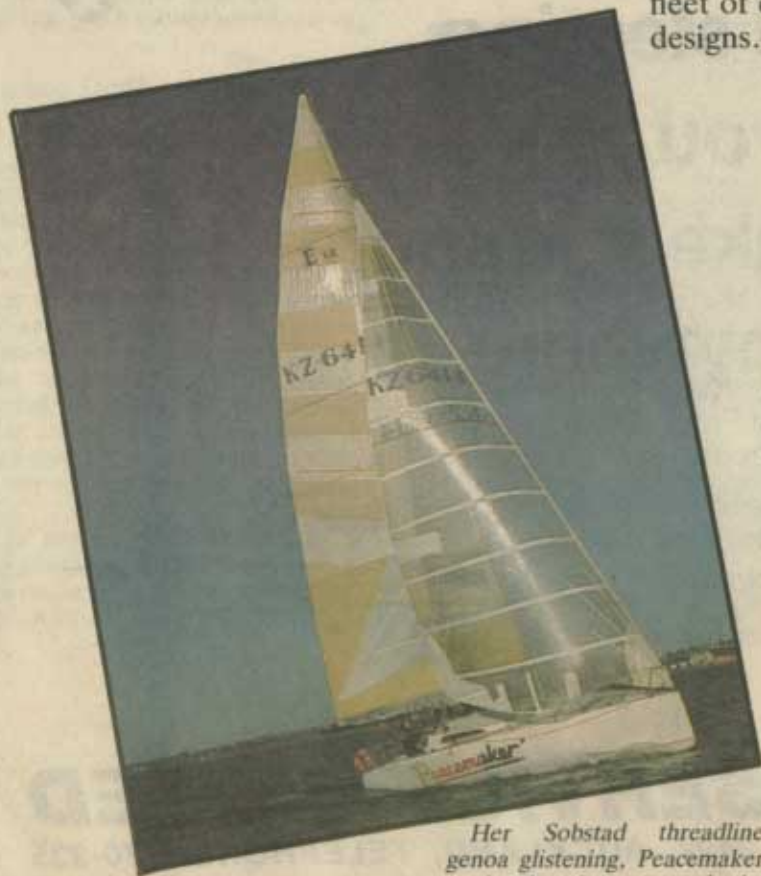
Elliott's Peacemaker

keen to settle the debate

While club bar debate ranges over which is the quickest 12m monohull on Auckland Harbour, a Peacemaker has cruised onto the scene — determined to settle the argument. Peacemaker is Greg Elliott's latest — the first of an expected fleet of exotically-constructed production one designs.

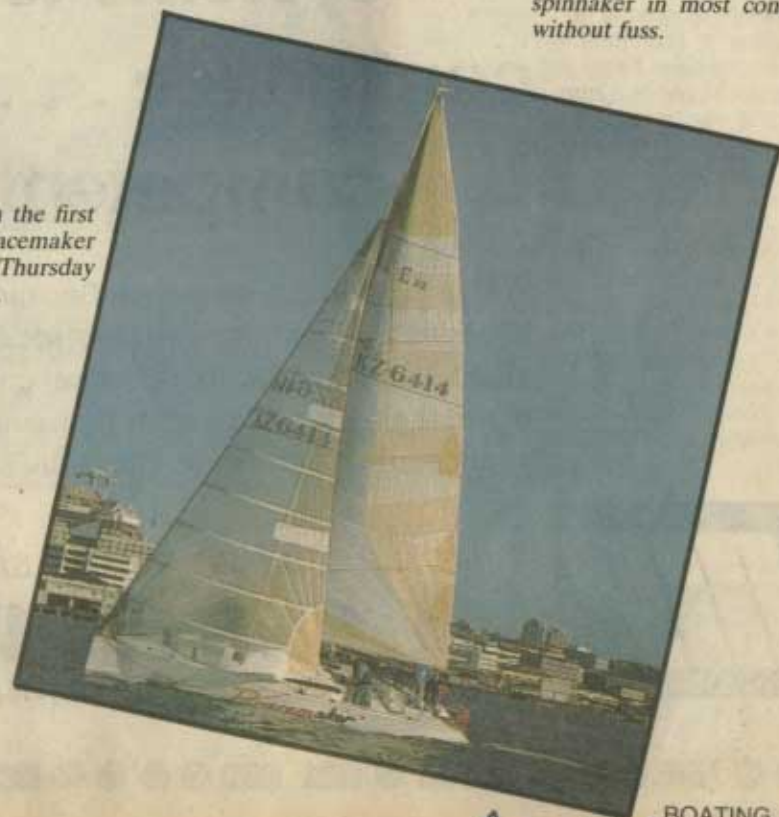


A yacht able to carry a spinnaker in most conditions without fuss.



Her Substad threadline genoa glistening, Peacemaker leads the fleet around the "rum race" course.

Two sail reaching on the first leg, produced for Peacemaker a huge lead in the Thursday afternoon social race.



August '88

Despite the fact that Peacemaker is built by Cooksons, a yard internationally-recognised for its IOR yachts, and owned by longtime IOR campaigner Tom McCall, this is no racing yacht. The accent is on speed and excitement around the race track — be it harbour, coastal or offshore — with perhaps a little family cruising between races.

Before she even hit the water and began enjoying the sound of finish line gunfire, Peacemaker had established a significant shoreside "first". Her construction was the first time in New Zealand a production yacht has been produced from a female mould, vacuum forming the double skin — which uses kevlar extensively on the outside and carbon fibre on the inside.

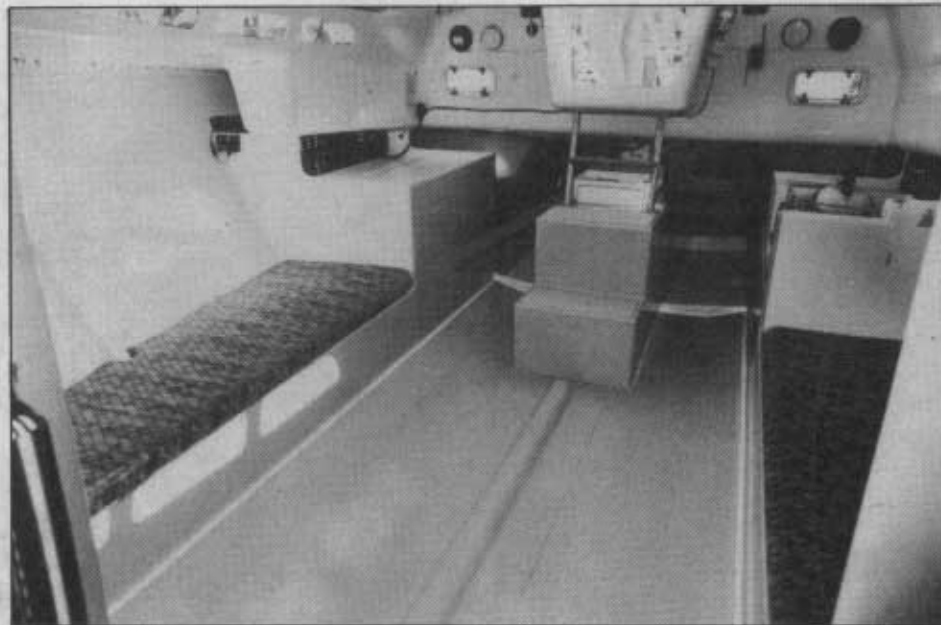
The main reason for this technique is to establish uniformity of hull shape to ensure the class is a fair one.

The *Boating* crew had long been awaiting this boat test. With all the publicity, we knew this to be a fun machine and were keen to have a sail.

McCall wears the beam of a satisfied man as we arrive at Peacemaker's marina berth at Westhaven, Auckland. If he's suffering any remorse for his decision to quit the IOR scene, we certainly can't detect it.

In Peacemaker, he informs us, he has a yacht which is significantly less expensive than his previous racing yachts — and yet is considerably quicker and easier to sail.

Standing back at dockside to study Peacemaker's lines, there is little doubt that the Party Pro pedigree lives on. While the Party Pro influence is,



Big, spacious — and a long way to fall. Handrails would be useful.

perhaps, not as obvious as in the 10m Pighunter it is still there.

Our first mission is below decks, where we will photograph and record the interior. Down the companionway and the visitor is immediately struck by the enormous volume of this 39-footer.

With her sails dragged aft, the forepeak is a great empty chamber. Designer Greg Elliott, who has arrived late gnawing furiously at a pie, demonstrates his delight at a lightly furnished yacht by sprinting around the for'ard hull sides in his own heavy-footed version of the motorcyclists' "wall of death."

The only interior furniture for'ard of

the mast is Peacemaker's "commode" — a real live thunderbox, reborn from the Victorian era. Though destined to bear the brunt of many a crude jibe, this boxed-in toilet does the job — and is stoutly defended by McCall. In fairness, McCall's thunderbox does contain a regular handpump RM69 toilet.

Strangely, the commode is the only departure allowed from rigid class rules. For those not well disposed toward a fold-open toilet box, the plans do allow for a full toilet/shower cabinet in its place.

The only other fittings for'ard of the mast are twin Lewmar hatches for ease of sail changing.

At the mast are magic boxes for controlling the check stays — a novel location which allows the lazy crewman to work them from the comfort of his bunk.

Moving aft into the saloon, the impression of simplicity and space evaporates only a little. Here, there is but one berth a side, although it is planned to install an additional pipe berth which can fold down as a backrest for those seated at the saloon settees.

A small galley is sited to port at the foot of the companionway comprising a small square stainless steel sink, Mariner Prince gas stove, twin perspex lockers above the bench and cutout stowage below. While the main water stowage is under the chart table opposite, there is provision for a bladder water tank under the galley bench for offshore sailing.

The navigator enjoys a full-size chart table to starboard, with chart stowage beneath the hinged lid. Hinged lids are certainly in fashion at the chart table for beneath the chart bin we discover a third lid, a small door which reveals a compact electrical fridge. Beneath the fridge is a 200 litre (45 gallon) water tank.

The navigation station is also home for Peacemaker's electrics. These include the Ockam sailing instruments, engine instruments, switch panel and Codan SSB.

Between galley and navigatorium is the companionway enginebox stairway. Within lurks an 18hp Yanmar which, stripped of its gearbox, hydraulically drives an Elliott retractable drive system (patent pending). This system allows the whole drag-creating propel-



Having completed his "wall of death" routine around the forepeak, Elliott demonstrates Peacemaker's "thunderbox."

ler paraphernalia to be raised into the yacht — a bottom plate leaving the aperture flush with the hull shape.

Peacemaker's batteries are stored forward of the engine, the 114 litre (25 gallon) stainless steel diesel tank aft of the retraction case. A Lewmar hatch resides each side in the aft cabin bulkhead for light and ventilation from the cockpit while smaller Lewmars are fitted in the cockpit walls to perform the same function for the quarterberths. Peacemaker, despite her beam, has just a single quarterberth each side.

It is pleasing to note that well-placed footholds are positioned in key areas throughout the cockpit. This enables crew to cross quickly and safely on each tack.

All mast controls run aft to Robb and RC Marine rope clutches mounted over the companionway. Two Bariert 27s and one Bariert 28 are mounted each side on the cabintop. Peacemaker's tracks and cars are by Gibb, the jammers are Harken, mainsheet blocks are Fico and spinnaker blocks Penquin.

The helmsperson operates in the aft section of the cockpit along with the crewman operating the runner winches. This setup works well to keep the yacht's functions separate and uncongested. The tiller is fitted with side handlebars and a Styx extension.

The fuel filler cap on the floor of the cockpit, engine controls and bilgepump fitting are well positioned to avoid getting in the way of the primary sailing functions.

Peacemaker's Ockam instruments, with their huge clear readouts, are a breeze to read from any helm position. The Plastimo compasses, one mounted each side on the aft cabin bulkhead, are similarly well positioned and clearly visible.

With interior and deck inspections complete, we fire up the little Yanmar and manoeuvre our way out of Westhaven. While only 15hp, the diesel is able to push the Elliott 12 along at better than 6 knots through the retractable drive system.

While the engine runs quietly, the noise from the hydraulics is very noticeable and will require insulation to eliminate the nuisance.

As we hoist mainsail whilst motoring toward the Auckland Harbour Bridge, it is decided to join the increasingly-

Elliott is still aloft making a few minor adjustments as we begin the race.

Most impressive — and clearly indicative of the care taken in eliminating all unnecessary weight — is the yacht's instant acceleration to any increase of wind speed.

Our test day is a pleasant one in a

forgettable few weeks of wet and cold. The wind is 10 to 12 knots out of the south, the skies are clear and the harbour flat.

We start the rum race in a mixed fleet of Farr 11.6s, Beale 33s, Stewart 34s and others. With designer Greg Elliott at the helm we make a clean start

beam, has just a single quarterberth each side.

We move to the foredeck to begin our deck inspection. Here, the first thing to strike us is the removeable mooring cleat. This cleat is mounted on tracks so it can be slid off when the yacht is sailing — a feature that avoids clutter and unwanted weight.

Peacemaker has a small stainless steel pulpit and usual stanchion/lifeline arrangement. Inboard toerails give security on the foredeck — which is just as well, as we quickly discover that the painted on non-skid struggles to live up to its name when wet.

The mast, by Mast and Services Ltd, is a three spreader/diamond arrangement supported by backstay, runners and checkstays. Riggana rod and rigging screws are used throughout. The boom's unusually fine section is supported by compression struts and wire.

Lewmar hatches, one a side just ahead of the mast, are well positioned for sail changing. Peacemaker is fitted with three headsail tracks — one aft on the gunwhale and one for'ard and aft on the cabintop.

The impressive sail inventory is all from the Sobstad loft — the spectacular "Threadline" cloth being used for the mainsail and both No 1 genoas. There is also a kevlar main, three spinnakers and a further four headsails.

A now common Elliott trademark on deck is the huge wraparound cockpit. From the open stern the cockpit runs for'ard to and around each side of the cabin. While this unconventional arrangement will not appeal to all, there is no question that it takes the congestion and effort out of working the yacht. And it provides a huge area in which to lounge at race-end.

toward the Auckland Harbour Bridge, it is decided to join the increasingly-popular "rum races" that are sailed, sans spinnaker, each Thursday afternoon.

With main and genoa (and Bruce Elliott of Masts and Services) hoisted we take a quick turn above the bridge before bearing off for the startline. Bruce

at the head of the fleet. The two-sail reach under full main and No 1 heavy is tailor-made for Peacemaker.

We maintain a boat speed of 6 to 7.8 knots through varying winds all the way down Auckland Harbour to No 9 buoy. Peacemaker is beautifully clean through the water, leaving astern a wide, flat wake.

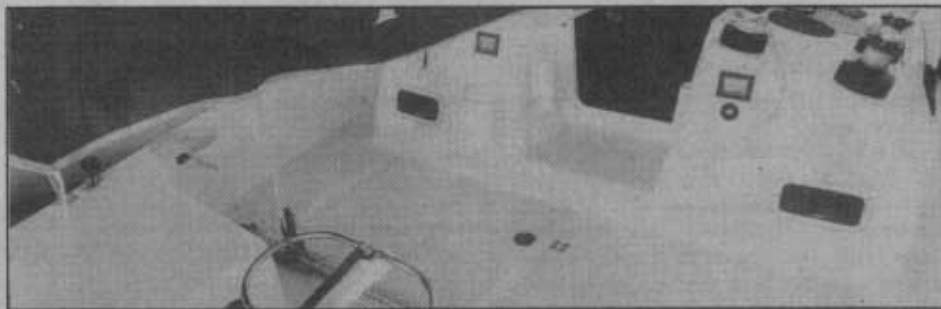
Having by now secured the helm, we are able to testify to the Elliott 12's helm characteristics as we rapidly open a wide gap on the yachts astern. Two-sail reaching, we later discover, exerts the most helm weight — a gentle pressure on the palm of the steering hand.

Around No 9 buoy, we bring Peacemaker about and climb hard on the wind for the next mark, Compass Dolphin. We are pointing some way below our mark but Elliott predicts, quite accurately, that the ebbing tide will force enough leeway to make the mark on one board.

Peacemaker sits relentlessly on 7 knots as we climb through the slight harbour chop, pointing well above all the yachts astern. The yacht is so upright and stable we have little doubt she will be able to carry much of her considerable sail area through fresh conditions without falling over.

Throughout the rest of the race, the new Elliott continues to exhibit endearing qualities such as ease of helm and ease of handling — but most of all she was plain good fun to sail.

From Compass Dolphin to the finish line, through some flukey airs, Peacemaker powered away from the, admittedly, smaller yachts astern. By the finish line we were well satisfied with our rum race performance — but still short on spinnaker experience, as kites



An Elliott trade mark — a cockpit which doesn't know when to stop and carries on up the cabin sides.



Elliott's patented retractable drive system — the hydraulically-driven propeller is lifted into the hull when sailing.

maker under spinnaker, we are convinced that this will be a very predictable and easy yacht in even demanding offwind conditions.

Elliott says this 12m design grew from discussions with Mick Cookson, of the Cookson yard, who was keen to get into production a non-rating harbour, coastal and offshore racer to strict one design.

Cooksons consequently put a lot into building of the moulds for the Elliott 12 — the female moulding system already mentioned ensuring uniformity of hull shape.

It was the decision by former IOR adherent, Tom McCall, to go ahead with Peacemaker that prompted

Cooksons to go ahead with construction of the moulds.

"While Peacemaker is the prototype, there are four genuine buyers looking at followup boats," reports Elliott.

He says the 12 will have the same strict class rules as the Elliott 5.9s and 7.4s to ensure close and fair racing. As well, the 12s will also be built to ABS standard.

While Peacemaker had only limited racing prior to this boat test she had taken the gun on all occasions. While she still has only a handful of sea miles to her credit, the new Elliott has a huge programme ahead.

She will contest the Auckland-Gisborne race this summer in a bid to retain the line honours trophy held by designer Greg Elliott's shipwrecked Party Pro. As well, Elliott and builder Mick Cookson plan to race the yacht in the next two-man round-North Island.

Then, in April, 1989, she is destined to begin in the 5500 nautical mile Auckland-Fukuoka race, a three-legged, fully-crewed race to Japan which begins with the Auckland-Suva classic. From Suva, the fleet races to Guam before tackling the final leg to Fukuoka.

From Japan, owner Tom McCall is determined to ship Peacemaker to Los Angeles to take part in the Transpac, racing in the C-Division to Hawaii.

Then it's home ... maybe.

There is no doubt that McCall has no regrets in severing his expensive ties with the IOR scene. In Peacemaker he has a yacht which is considerably less expensive to build, maintain and campaign — and yet a yacht which is also considerably faster than a rater of the

The Vitals

LOA	12m (39ft 5ins)
LWL	11m (36ft)
Beam	4.27m (14ft)
Draft	2.4m (7ft 10ins)
Ballast	2400 kgs (5300 lbs)
Displacement	4500 kgs (9920 lbs)

our rum race performance — but still short on spinnaker experience, as kites are banned during this social race.

For a second time we head down harbour — this time with the spinnakers at the ready. The wind dies and then shifts to head in a contrary display, apparently designed to render us kiteless. However, we do manage to set a spinnaker very shy and enjoy a brief but telling sail across harbour. So stable and keen in her work is Peace-

<i>Ballast</i>	<i>2400 kgs (5300 lbs)</i>
<i>Displacement</i>	<i>4500 kgs (9920 lbs)</i>
<i>Builder</i>	<i>Cooksons</i>
<i>Sails</i>	<i>Sobstad</i>
<i>Rig</i>	<i>Mast and Services Ltd</i>
<i>Winches</i>	<i>Bariet</i>
<i>Instruments</i>	<i>Ockam</i>
<i>Engine</i>	<i>Yanmar</i>

paigned — and yet a yacht which is also considerably faster than a rater of the same size.

We found Peacemaker to be a relatively simple yacht to sail. Sure, unlike the backstay-less Party Pro, she has wires for Africa off the back of the mast — but due to careful layout planning, there were no complications in this respect.

On all points of sail, Peacemaker was a delight to helm, the unruffled water astern testimony to her efficiency throughout the water.

Although primarily designed for the race track, we do not dispute the claim that the Elliott 12 can also be used for cruising. It can, but not with the comfort of even a compromise racer-cruiser.

Admittedly, Peacemaker is a prototype with improvements being made all the time — but we did encounter one or two little problem areas. The deck non-skid was suspect when wet and will demand care in a bumpy sea. The hydraulic drive from the engine emitted an annoying whine which really needs suppressing. And, for the offshore crew, we recommend some handrails below decks — there's one hell of a fall from one side of this yacht to the other.

Then there's the "thunderbox" toilet. While the racing adherents will love its lightness, we'll bet there are a few spouses of race crews who would like something a little more private. Fortunately, the class rules will allow for a full "head" compartment in place of the "thunderbox" — this, according to Elliott, being the only option allowed to specified design.

With an afternoon of making peace around Auckland Harbour behind us, we came away excited by the new Elliott 12. This is a full-on fun machine which will give years of pleasure to owner and crew. A one class fleet of these would have to generate some real heat on any harbour.