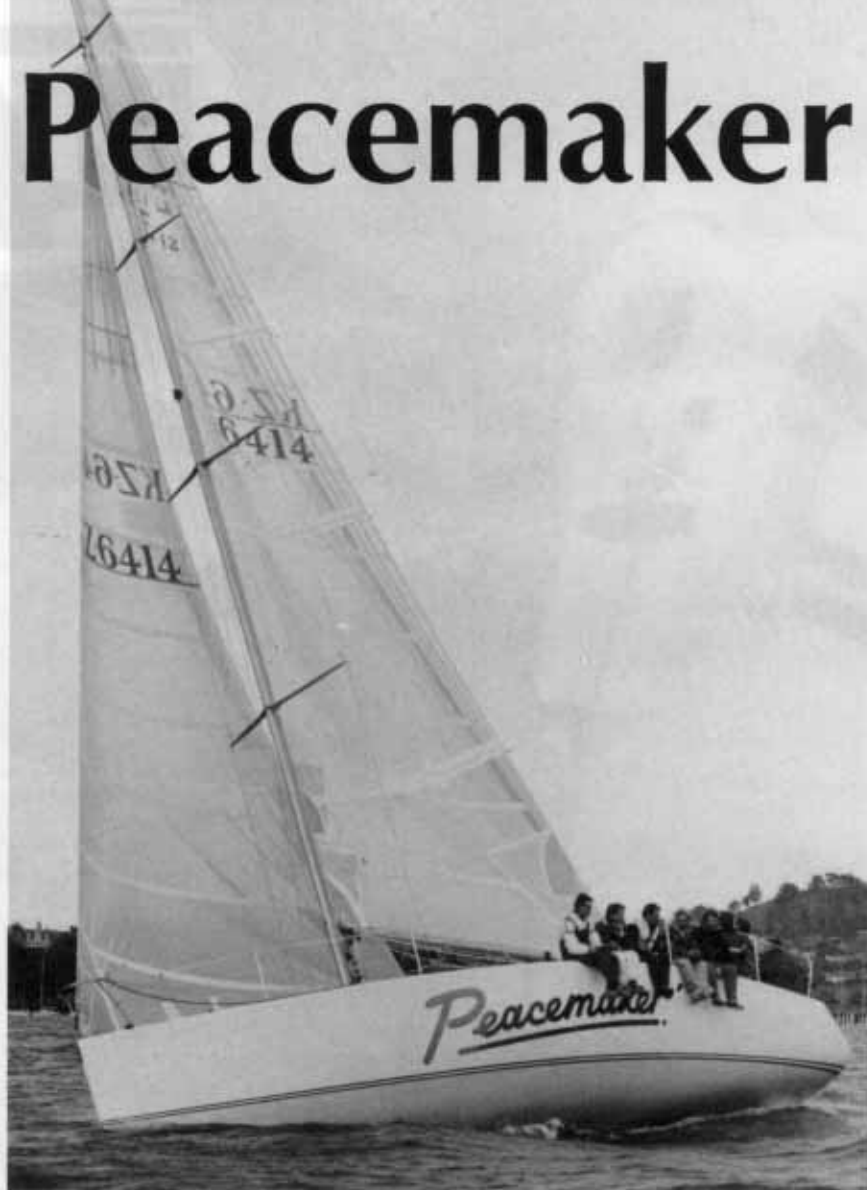


Peacemaker



— *in a class of her own*

Peacemaker is IOR veteran Tom McCall's last boat.

With that in mind, he has endeavoured to make it his best.

Peacemaker is named to mark the pact McCall made with his wife Raywn by agreeing the Greg Elliott design was definitely his last fling in competitive yachting.

The boat is the prototype for a new, strict one-design 12-metre harbour/coastal racing class which resulted from a pot-pourri of timing and events.

McCall, looking for his ultimate racing 40-footer, talked to North Shore boatbuilder Mick Cookson who pointed him to Elliott.

By **LEON SEFTON**

McCall, who had previously enjoyed a successful relationship with the Farr office — one which produced both the Farr 40 Exador and the Farr 43 Switchblade — discussed his thoughts with Elliott.

His brief was for a boat which had offshore capabilities, made no concessions to any rule, did not need a "football team" to sail her, which was cost-effective and which would "go like a burnt boot."

The concept appealed immediately to Elliott.

It was nurtured by owner, designer and builder into the now fully developed plan to establish a new, one-design 40ft class racer.

McCall put his money where his mouth was and ordered the 12-metre prototype which facilitated an immediate start on construction.

Cookson matched McCall's commitment by building a female mould for the boat at his company's expense.

The emphasis in the design that evolved is on racing performance, but in order to establish the boat as an all-rounder and with offshore ventures in mind, it had to have basic cruising comforts.

Peacemaker measures in at 39ft 6in



**Greg Elliott
(left) with
Tom McCall.**

overall to meet size limits in various events which tend to range from 30-35ft LOA, 35-40ft LOA and so on.

Elliott, as much as anyone else, has proved the success of strict one-designs.

His Elliott 5.9, designed six years ago, has proved highly popular and will, he believes, maintain that popularity and its value.

Peacemaker's launching at Eric Wing's Westhaven yard in June attracted a large crowd and lots of cameras.

She was quickly in the water and racing in the Dorlon winter series. Sailing in light airs on her first outing, she waltzed away from the 67ft Longfellow in Division 1.

When I visited Peacemaker, she was just back from her second Dorlon outing in which she finished second to Longfellow in a heavier breeze.

Elliott and McCall were reviewing the race. Elliott was a little disappointed at the result but McCall was more relaxed.

Both men were impatient to put Peace-



**Peacemaker
on the warpath
upwind . . .
flared beam
gives helmsman
a clear view.**



Wide open spaces looking aft below . . . the galley is at right opposite the navigation station.



Peacemaker's uncluttered deck showing cockpit wells for easy crew work.

maker through her paces offshore (Elliott and Cookson intend doing the two-handed round North Island race next February).

McCall is confident Peacemaker will appeal to a wide range of owners. That is one of the main reasons he put up the dollars that got the ball rolling for what he is sure will be a successful new class.

He says: "This is a boat the average guy can relate to, something he can realistically think about buying."

"The prototype has all the toys — everything a competitive IOR One Tonner would have aboard — because of the specialist racing she will do in events such as the round North Island event and the fully crewed race from Auckland to Japan next April.

"But she still came in on budget at around \$300,000.

"That's at least \$150,000 less than it would have cost for a similar-sized IOR boat and you can not compare the performances."

Elliott points out: "Strict one-design class racing has not been done before in the 40ft size. There are a lot of 40-footers out there, many of them my designs, but they are all different.

"One of the criteria for this class is that every boat will be exactly the same as the first."

Stability is, in Elliott's view, one of the design's features.

"Peacemaker is a stiff boat and probably its strongest point is sailing upwind," he says.

"But she is also real fast downwind because she has a relatively high power-to-weight or sail area-to-displacement ratio.

"Because she is more a racing-type boat, her light-air performance has been boosted considerably compared with some of my other designs."

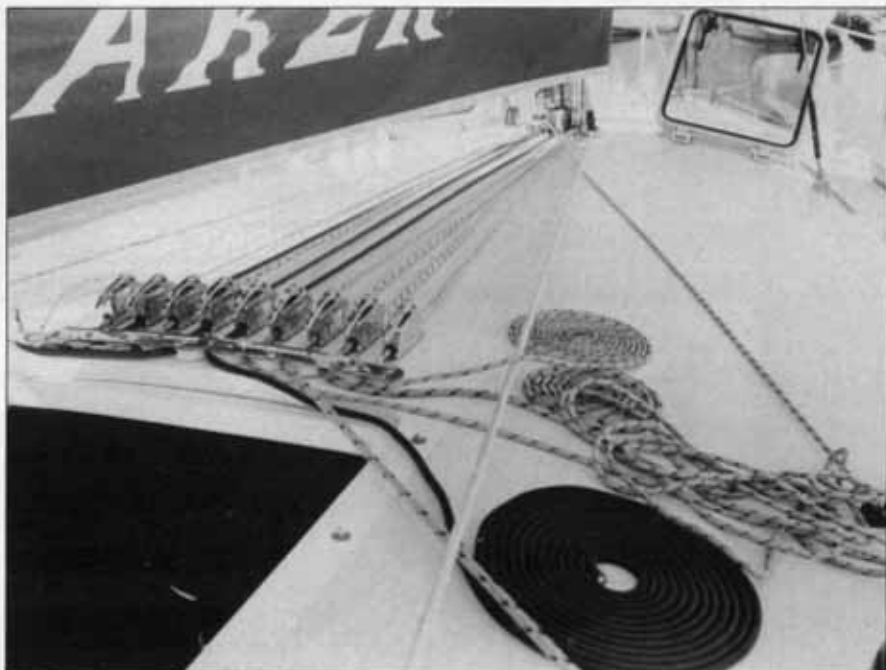
Peacemaker's improved turn of speed in light airs is due to a finer and lighter hull. She is also a little finer in the stern, reducing wetted surface.

Elliott puts her performance down to "being better all-round than your average cruiser/racer."

Average is hardly the word to associate with Peacemaker.

Everything about her has been painstakingly thought through and carried out.

The Cookson yard, with its international reputation for high-tech, one-off construction, vacuum-moulded her carbon and kevlar skins over a divinycell core. Because she was female-moulded, the hull did not



Looking forward across the deck.

need filling and fairing, saving weight and time.

Peacemaker has a lot of Elliott features although the designer does not liken her to what has become his bench-mark boat, Party Pro.

Peacemaker, although 5ft shorter than Party Pro, is wider for its length, to generate more stability.

Underwater, differences include the keel shape which is more along the lines of his 7.4m trailer boat, with a parallel fin and foil section bulb.

Like Party Pro, Peacemaker has the Elliott trademarks — plumb bow and reverse sheer (to retain headroom forward but also to cut down windage).

As a sailing platform, she is clean, organised and uncluttered.

With a 14ft beam, she provides plenty of work area for her nine-man round-the-buoys crew. For offshore racing, McCall intends having eight aboard.

Peacemaker's flared beam and reverse sheer give the helmsman an unobstructed view and the driver has a choice of helming positions.

Non-skid covers all working surfaces. Ample toerails have been provided for the helmsman, grinders and foredeck crew.

Winches are all Barient and all self-tailers.

The runner winches are Barient 27s. Two more Barient 27s and a Barient 28 Plus are mounted either side of the main hatch, for halyards and spinnaker and genoa sheets.

Elliott has extended the cockpit by running trenches forward on both sides of the coachroof to facilitate trimming.

The majority of the turning blocks are Sparcraft and Gibb.

Hatches are by Lewmar.

The deck is uncluttered forward of the mast.

Two hatches pop up immediately forward of the mast — McCall wanted two to make life easier during spinnaker drops.

The onboard electronics, all Ockam, are designed to be "user friendly."

Large digital displays are within easy reading distance of the helmsman.

Peacemaker's 18.5m (60ft) tall, TR8-section spar was built by Mast and Spar Services of Westhaven.

The mast is $\frac{7}{8}$ fractional with three in-line swept-back spreaders and a fourth swept-forward top spreader.

Elliott felt that to market the boat overseas, a backstayed rig was desirable. McCall has opted to also have runners.

Terry Gillespie did the rig which is mostly Riggarna rod. The rod caps range from 7.5mm to 6mm vertically, the forestay is 7.5mm rod while the backstay is 4mm rod. The intermediates reduce vertically from 5.5mm rod to 4.5mm rod while the runners are 5.5mm rod.

The checkstays are 4mm wire through Harken 250mm ball-bearing magic boxes.

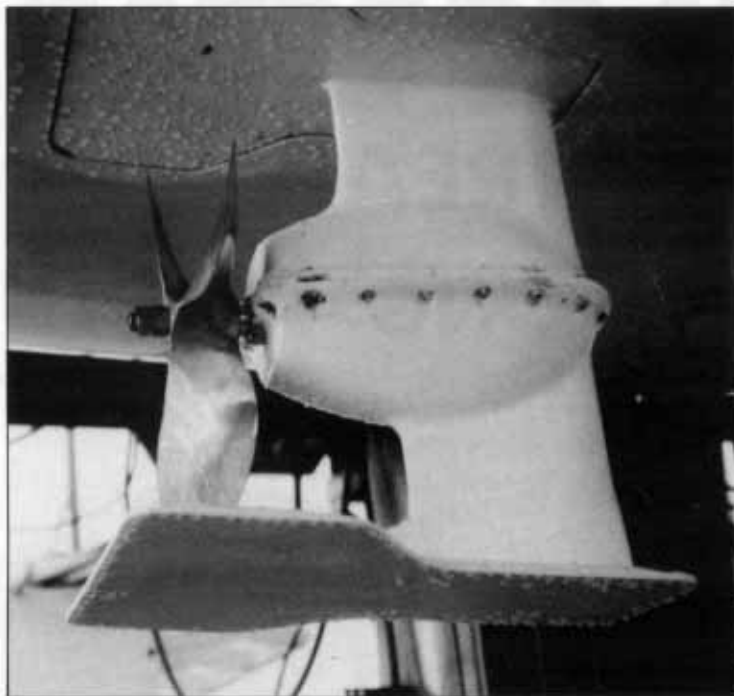
The boom, also from Mast and Spar Services, is novel. It is basically a tube with Riggarna rod supports running through jumper struts and terminating at both ends. The system saves weight and money.

Peacemaker's interior features plenty of space and light.

On either side aft, directly under the huge cockpit, are quarter-berths with storage under each.

In the centre of the boat, directly behind the stairs, is an Elliott-designed system for lowering and raising a hydraulic saildrive unit.

The unit (drive and propeller) withdraws vertically into the hull when not in use, with an end-plate to produce a flush hull surface when the unit is raised.



The Elliott-designed retractable drive unit.

When lowered, a similar plate fills the gap in the hull.

Elliott Yachts have applied for a patent on the system.

Beside the hydraulic unit is a 20-gallon stainless steel diesel tank for Category One.

The stairs are hinged and cover an 18hp Yanmar diesel auxiliary.

On the port side is a Mariner Prince stove with two-burners and a grill.

On the starboard side is the navigatorium complete with single sideband radio and space for a satnav.

Chart storage is under the nav desk and a small fridge tucks neatly below the whole assembly.

Single berths, again with storage underneath, run along either side of the main cabin with space for pipe berths above them to rack sleeping weight in the optimum place offshore.

The floor space from the stairs to the mast is about 1.3m wide by 3m long. The vast open floor serves well for sail stowage and repacking when racing.

The full inventory is Sobstad and includes a new Threadline main for inshore sailing, a kevlar main for offshore, a heavy (Threadline) and light No1 genoa, No 2, 3 (Threadline) and 4 genoas, two masthead spinnakers and a smaller fractional kite.

With the sails stowed forward when not racing, the same open floor space has a variety of other good uses.

Being the catalyst for a new breed of boat on the Auckland scene is nothing new to McCall.

In 1982-83, when New Zealand had sold or run out of its competitive IOR fleet, he was first to commit to a new generation of Farr 40-footers by commissioning the construction of Exador.

Exador sisterships Pacific Sundance and Geronimo became part of the programme.

The construction and campaign foundations were laid for unprecedented Kiwi success in IOR teams racing which culminated in New Zealand's 1987 Admiral's Cup win.

Pacific Sundance, Geronimo and Exador won the Southern Cross Cup in 1983 before McCall sold his boat to Mike Clark, moved up in size to Farr 43s, and instigated another group approach that produced Switchblade, Thunderbird and Dollar Equity, a vital part of New Zealand's second in the 1985 Southern Cross and win in the 1986 Kenwood Cup.

Now McCall, who also purchased the first fibreglass Elliott 5.9 and has owned two other Elliott yachts, is acting as the catalyst again, promoting what he sees as "the new way to go."

"I had fun in IOR but it got a bit too serious.

"This time I have found the answer and we will have the best of class rules and regulations to ensure the boats retain their performance and value."

PEACEMAKER

LOA	39ft 6in
LWL	36ft
Beam	14ft
Draft	7ft 11in
Displacement	9900lb
Ballast	5000lb
Designer	Greg Elliott
Builder	Cookson Boatbuilders
Owner	Tom McCall



Speed Rules

The Elliott 12 is about to cause a shake up. By Shane Kelly.

If the racing campaign organised for the new 12 metre design by Greg Elliott is successful, this exciting, innovative, boat could become New Zealand's and possibly the world's first, non-IOR, production offshore racing yacht.

The boat is aimed at the international market and those involved in its development believe it will set new standards over the next few years. Other

boats which don't measure up won't be winning races, for winning is what this boat is all about. The designer says the boat will be "pretty smart" around the buoys and gulf but its legs won't really be stretched until it gets offshore.

Its first victory, while crewed by Elliott and builder, Mick Cookson, in the 150 mile two-handed gulf race in July, augurs well for the serious racing programme mapped out for Elliott 12 number one,

Peacemaker.

Tuning up was to take place over the Dorlon winter series, with its first long coastal race being the Auckland to Gisborne race. It was scheduled to be raced in the 230 mile two-handed Round Barrier race, the two-man Round North Island race, in the Auckland to Fukuofa, Japan race. They're the definite ones, according to Greg Elliott, and there just might be a crack at the Transpac Race too