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# TARGET: IMS POWER

Club member Tom McCall will likely lead a Kiwi IMS Kenwood Cup assault in his full-race Elliott 12 metre; one of three, new, powerful, light displacement yachts from the designer.

*from Shane Kelly in Auckland.*

**T**otal Recall, Terminator and Sassy, which hit the water in Auckland recently, are from the board of Greg Elliott, who has given New Zealand some of its most exciting yachts over the last eight years.

*These boats are big and powerful, so it's hardly surprising that two of them have been named after Arnold Schwarzenegger movies.*

The three boats have all been built to the same basic 12.1m (40ft) design, but each is slightly different.

Two – Total Recall and Terminator – are what the designer calls, "sedans, or cruiser/racers", with the third a, "sports, or racer/cruiser" variant. All are intended to be raced under the new IMS rule.



The design was originally commissioned by Club Marine agent Bob Wilson, of Brin Wilson Boats at Gulf Harbour Marina. He wanted a fast, safe, stable boat, for cruising with his family, and racing. He had been impressed by the Elliott designs *Whispering Jack* and the new 1050, at last year's Imtec show, and liked Elliott's approach to key design factors, such as stability and style.

Contributing his own expertise as a boatbuilder, Bob Wilson felt his requirements could be met – and now, after sailing the boat, he feels he got it right. He is now campaigning *Terminator* and with half a dozen short family cruises in less than favourable weather, is happy that the result is what he wanted.

The first of the Elliotts into the water was Ron Brittain's *Total Recall*, followed shortly after by Bob Wilson's *Terminator* – both set to be based in Gulf Harbour Marina, at Whangaparaoa, 25 kilometres north of Auckland. Next



to go in was the "sports" version *Sassy*, for long-time Club member Tom McCall, who will base the yacht in Auckland. Tom is expected to lead the New Zealand IMS campaign in Hawaii's August Kenwood Cup.

Greg Elliott describes the boats as being general purpose 40ft yachts, though he admits that designing one boat to meet the slightly varying requirements of three owners was quite a juggle.

While being recognizable as New Zealand-style racing/cruising boats they avoid incurring undue penalties under IMS, rather than attempting to extract the optimum under the rule.

"They will be able to race under the IMS rule and at certain times they will be really competitive, but when this current phase of IMS is over, and people don't want it any more, these clients will still have a really good all-round 40ft yacht," explained Elliott.

Even the most basic, *Sassy*, scores well under the IMS interior rules, while *Terminator* and *Total Recall* have more comforts.

The design has more displacement than Elliott has generally incorporated in his 40ft yachts (around 5500kg, depending on the yacht, to accommodate cruising gear) and the after section is finer, while the forward section retains the fullness typical of his style. It has less beam than previous Elliott designs, but still retains a large volume hull.

*Greg Elliott.*

*Terminator powers under spinnaker in 15 knots.*

*Terminator — a cockpit for racing and cruising.*

Looks have received some attention too. Elliott has drawn a more aesthetically pleasing yacht, after criticism that some of his past designs have not been good-looking enough.



## TOTAL RECALL

Ron Brittain decided on the design to replace his Beale 33 after first thinking of building a radical racing boat. But he decided that cruising was too important to cut out completely, and the interior and cruising comforts aboard reflect this.

The accommodation features three double cabins, a large double V-berth for'ard and a double cabin in each of the quarters. *Total Recall* has sumptuous leather squabs in Crystal Mint colour from Beedie and Hoyle upholsterers, with teak and holly floorboards and teak cupboard doors and trim. The effect is very stylish.

There is a spacious head and shower compartment to port, just aft of the for'ard cabin — full headroom, lots of stowage space and a teak grate floor are features here. In fact the large-volume hull affords full headroom right through to the for'ard berth.

The saloon has a U-shaped dinette to port with a fixed teak table. Under the dinette are spaces for the five gallon hot water tank, one of two 204 litre (45 gallon) fresh water tanks and a compartment for stowing the ground tackle when the boat is racing. A pair of large bins behind the berth is used for stowing sailing bags, and so on, particularly when racing. The starboard side features a single settee, under which is the second 204 litre fresh water tank. Behind it is a large liquor cabinet.

The navigation area is to starboard, with the full-sized nav table over the top of the freezer and fridge. The chart table is in two parts, the first lid providing access to the chart storage area and the whole chart table lifting for freezer access. The galley is to starboard and features a large food stowage area, drawers and twin sinks.

The instrument package fitted is based on Autohelm's Navcentre, networked through a full set of sailing instruments (which are repeated on deck) and which will eventually be connected to a GPS receiver.

Beneath the cockpit and between the two aft cabins, is the Yanmar 35hp diesel with saildrive and directly behind the engine is the 140 litre (31 gal) fuel tank.

Ron Brittain scuba dives and so *Total Recall's* cockpit has a clear layout and below decks at the transom there are two large lockers for stowing gear. Cockpit layout is IOR-style, with a wide trench between the side decks. The main-sheet traveller is at floor level, with a manual coarse-and-fine adjustment system, using a full Harken block set-up.

The winch system is from Bariant, with three self-tailers each side on the deck for sheeting and running back-stay work and another single winch either side of the companionway, for halyard and spinnaker pole controls. All control lines are led to banks of jammers each side of the companionway.

The deck layout is simple, with a single genoa track for the headsail. A large anchor well is positioned at the bow of *Total Recall* as well as *Terminator*, each with an anchor winch. *Sassy*, has no well in the interests of weight saving and weight distribution.

**CONSTRUCTION** *Total Recall* was built by Alexander Boats using the strip-planked cedar method, inside female frames. *Terminator* was built over male frames, by Wilson Boats. The laminate for both boats is the same. The outer skin comprises a fine satin weave glass cloth and a 770gm triaxial and the inside skin, another 770gm triaxial.

The boat's internal structure is a mixture of timber and foam. The bulkheads are plywood. There are keel floors

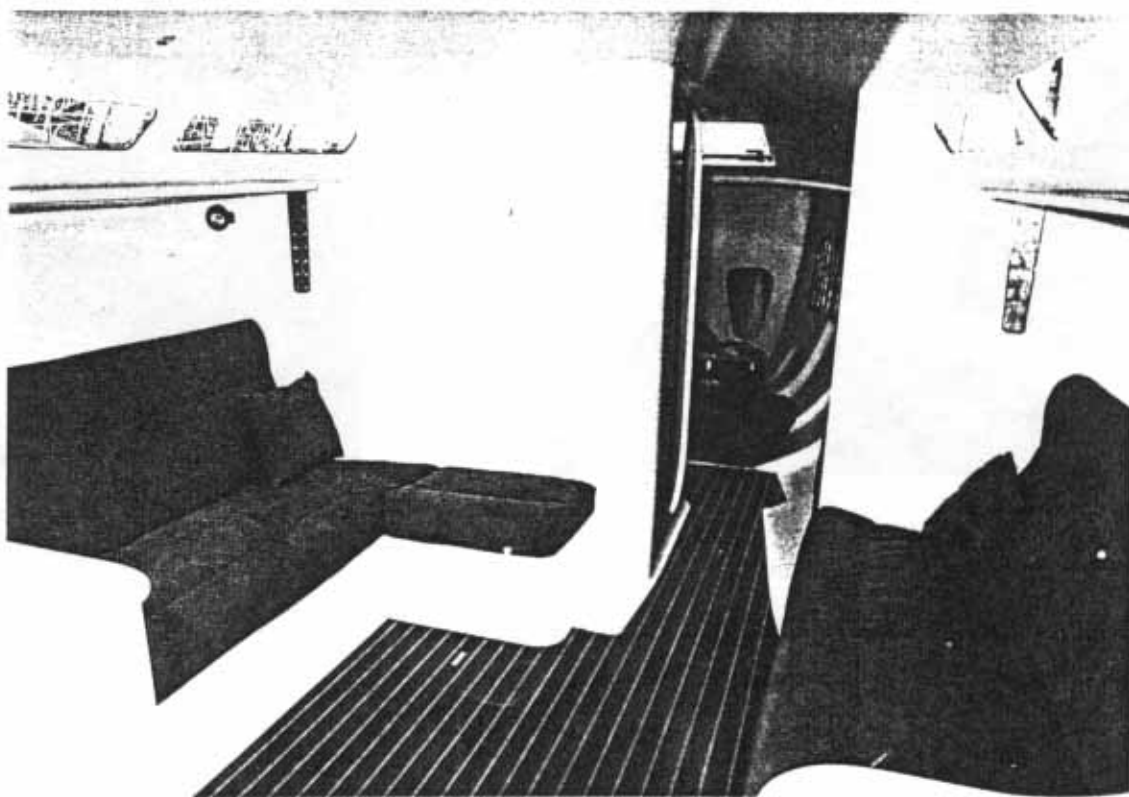
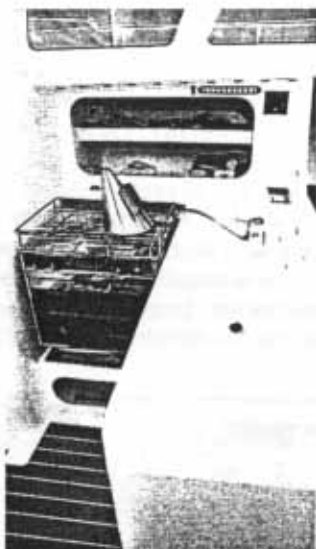
and ring frames through the boat at approximately 400 centres and these are a mixture of foam/triaxial glass and laminated timber. There is a sister keelson of Iroko hardwood running through the boat from the toilet bulkhead to beneath the engine. The floorboards are teak-holly finished ply.

The male mould deck was made by Cookson Boats and is 10mm to 25mm Divinycell with unidirectional and woven cloth each side.

The keels on all three boats have a steel stub one metre deep, with the lead ballast bulb bolted to the bottom using four one inch high tensile bolts. The lead was poured by Geary & Sherson.

## TERMINATOR

*Terminator's* interior is similar to *Total Recall's*, though it weighs a bit less and has more of a "lacquer" style finish. The for'ard area has a large, open, sail storage area with a pair of simple pipe frame berths. The saloons, navigation areas and galleys, differ only slightly.



*Galley area, Terminator*

*Clean interior layout on Terminator*

*Terminator's for'ard area*

The engine is also a Yanmar 35hp, but Bob Wilson preferred to install a conventional shaft/propeller than a sail drive.

On *Terminator*, the twin aft cabins go through to the transom, rather than to a bulkhead which forms the storage bins on *Total Recall*.

The deck layout is the same, though *Terminator's* cockpit differs. The mainsheet arrangement has a single sheet led to a winch on a central pedestal and Bob Wilson reports this is a good arrangement. There is no pile of rope in the cockpit and the winch is fast and powerful, enabling the crew to easily control the main during manoeuvres, particularly gybes.

**RIG** Two types of rig come from Matrix Masts. *Total Recall* and *Terminator* have a slightly heavier Sparcraft Kenyon 4470 section, rigged with two spreaders and substantial topmast jumpers for carrying masthead chutes, if required. They are keel stepped into the head compartment where any water ingress is not a problem. *Sassy's* rig is identical in size, though with a slightly smaller Sparcraft Kenyon 4270, with triple spreaders and topmast jumpers. All the boats have Riggarna rod rigging and bottlescrews, as well as running backstays and checkstays; *Total Recall's* set-up includes an air vang to support the boom.



Tom McCall looks on as his wife Rayen christens *Sassy*. *Sassy* is a full-race Elliott 12 metre.

**SAILS** *Total Recall* and *Sassy* have North inventories, while *Terminator's* wardrobe is Hood.

The North sails are "Librah cut", featuring basically a radial clew and head with a biased luff. Tom Dodson from North explains, that while the light displacement yachts used to be much more tippy, requiring sails which were flatter and more open in the head, the new Elliott designs are at least as powerful upwind as an IOR boat and the sails are very similar.

The mast bend characteristics on Elliott's swept-back spreader rigs are similar to the IOR in-line spreader rigs and the mainsail luff curve and profile are also very similar, says Dodson.

*Sassy* has the full Kevlar inventory which will be necessary to compete at this year's Kenwood Cup. *Total Recall* has Kevlar headsails, though her mainsail is Dimension DI Dacron, a cloth which has lengths of Dacron fibre inserted in the warp, to increase its strength and give longer life than Kevlar.

*Terminator's* sails were designed by Rob Salthouse. The mainsail is a warp dacron, yarn tempered, with excellent warp and fill strength. It is a compromise between a full-blown exotic IMS sail and a club racing/cruising sail. It provides good performance for a good price, according to Rob Salthouse. The radial cut was chosen to distribute loads and contribute to a smoother, stronger sail, with a long life.

The number one and three genoas are cut from high-performance Spectra fabric. The cut allows Hood to use heavier cloth on the luff. The number two genoa is Dimension DI Dacron as it will be used for cruising.



## SASSY

*Sassy* was built in a female mould and is described by construction expert Richard Honey of High Modulus, as having 95 per cent full-blown IMS laminate.

The hull is a mixture of 20mm and 25mm H80 and H100 Divinycell foam, with the thicker foam used in the forward sections to minimize the number of frames and bulkheads.