

# North Island 53



Great lines, especially the cabin top, which also provides excellent light and an airy feeling inside.

Easy stern access is a great feature, particularly with a centre cockpit and aft cabin

**ANOTHER VERSION USING** designer Greg Elliott's successful formula for 16 metre performance cruisers or racing yachts was recently launched at Bayswater Marina in Auckland.

Of great significance, the North Island 53 is the first of several being marketed in Europe by George Stead of New Zealand Yacht Europe Ltd.

George has been building, marketing and racing yachts for over 35 years – he is responsible for the very successful Ocean 60 and Ocean 80 production classes.

George also spent some time racing with former Prime Minister Edward Heath, the epitome being the winning of the Admiral's Cup. Combining these credentials with designers Greg Elliott and builder Daren Schofield of Custom Yachts has given the new venture every chance of succeeding. In fact three orders have been confirmed with others imminent when the finished product is unveiled in Europe.

The launching was a special occasion for Grannie Stead, George's 88-year-old grandmother from Hastings, who christened the boat in style.







The Elliotts  
enjoying another  
success

## Concept

The concept was to build a fast modern cruiser, with at least two large double cabins with full en-suite facilities and a large airy deckhouse with easy access to cockpit.

The construction uses a modern epoxy, 'E' Glass and foam with carbon reinforcing, giving a light but strong hull. The keels can be customised to suit owner's draft limitations and although the hull and decks are vacuum formed over a plug, the accommodation can be varied as required.

The attraction of building in New Zealand is the low value of the dollar and the high standard of boat building skills. This easily offsets the shipping costs. The yacht will be sailing in Europe in September 1999. Production is scheduled at five yachts per year.

## Construction

Modern composite materials using E-Glass and carbon laminates with epoxy resin over foam core, with strengthened and high density inserts, where necessary, in high stressed areas. All windows in toughened glass, exterior surfaces finished with high gloss modern





Quality fittings throughout, including Furler jib-furling



The christening with 'Grannie' and George Stead.

paint system with non-slip deck surfaces. Epoxy coated below waterline and antifouled.

## Keel

High lift low drag fin, made from steel fabrication, glassed and faired with lead bulb attached, minimum draft and centre board available.

## Rudder

Foam and glass blade attached to carbon stock with roller bearings, pedestal mounted stainless steel wheel and compass.

## Spars

7/8th two-spreader alloy mast to suit fully battened mainsail. Boom with reefing system, adjustable strut vang spinnaker pole, stainless steel wire rigging with spectra halyards, furlex roller headstay.

## 4JH2-UTE engine

4JH2-UTE Yanmar 100hp turbo diesel, installed with Aqua drive anti vibration system. 3 bladed max-prop feathering propeller giving 8.5 knots cruising.

## Electrics

12 volt system. 100 AH engine start and 460 AH service batteries charged by 60 AMP and 100 AMP alternators, distribution panel, circuit breakers and isolation switches, navigation, domestic and instrumentation lighting to suit, shore power connection with AC battery charger.

## Tankage

One 450 litre stainless steel water tank, three 330

litre heavy gauge alloy fuel tanks, fully baffled with deck fillers, vents and inspection hatches. Engine and AC heated water tank with domestic pressure pump and plumbing.

## Deck fittings

Lewmar deck hatches seven total. Seat locker in cockpit, main door with sliding hatch and washboards. Adequate mooring cleats, electric anchor windlass and chain locker, stainless steel pulpit, pushpit and stanchions with double guard rails. Primary (2), spinnaker (2), mainsheet (1), halyard (2), winches with necessary turning sheaves and blocks, headsail tracks and cars, mainsheet track and traveller.

## Refrigeration

Large stainless steel fully insulated freezer, top loading with holding plates. Front access stainless steel fridge with adjustable shelving, cooled by engine driven compressor or AC unit.

## Accommodation

Forward cabin with large double bed, en-suite toilet, handbasin, separate shower, hanging locker and dresser, two single berths with adjacent toilet, handbasin and shower. Saloon with large seating area, dining table with removable insert. Nav station with large chart table and stowage. Galley with extensive worktops and twin stainless steel sinks. Four-burner stainless steel gimbelled stove with oven/grill. Large storage cupboards, drawers and draining plate stowage. Oilskin wet locker, passage to aft cabin with twin bunks or workshop/stowage. Aft cabin, large double bed, en-suite toilet, handbasin and separate shower, vanity unit and plentiful lockers, shelves and stowage. Access to engine, tanks and stowage under cockpit and saloon floor. Varnished teak and holly floor throughout, semi-gloss painted furniture with extensive teak trim and chrome hardware.

## Equipment

Installed electric and hand operated bilge pumps. Three fire extinguishers, two 2.5kg gas bottles and electric shut off valve. Self stowing 55lb plough anchor and 200ft 3/8" chain, 45lb plough anchor and 200ft rope. Emergency tiller, six fenders, four mooring ropes, ensign staff, steering compass, boat hook, bucket and brush.

## North Island 53 – Specifications

**Designer:** Elliott Boat Design Ltd.

**Builder:** Custom Yachts Ltd, Auckland, NZ

**Length:** OA 16.00m (52.43')  
DWL 14.50m (47.56')

**Beam:** 4.80m (15.75')

**Draft:** 2.70m (8.85')

**Disp. Approx:** 12,000 kg

**Mast:** I: 19.60m (64.30')  
P: 19.15m (62.80')

**Boom:** E: 6.70m (21.98')

**Fore:** J: 5.65m (18.53')