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— Greg Elliott, designer



# THE f WORD

Words by **Rebecca Hayter** Photos by **Bryce Taylor**

## The latest Elliott Tourer 1350 focuses on simplicity, ease of sailing and low build cost – but inside she still looks a million bucks

Sailors who race regularly on the Hauraki Gulf will be familiar with the distinctive Elliott Tourer yachts: *Ubique*, *Elysium*, *Go*, *Bushido II* – and the fleet within a fleet of yachts that begin with F: *Flyer*, *Fiction*, *Focus*. These are Elliott Tourer 1350 Sport yachts: the turbo versions with go-fast components such as carbon masts, rod rigging and lifting keels with drafts of 3.1m for stiff, high-pointing ability upwind.

No one knows – least of all their designer Greg Elliott – why they start with E. But it could stand for fast.

Now there is *Fortuna*: an Elliott Tourer 1350 built by Hutcheson Boatbuilders in Tauranga. *Fortuna* doesn't have the Sport features, although she could carry an S for Simplicity. She has wire rigging, a fixed keel, non-electric winches, no bow thruster and an aluminium rig, built by NZ Rigging, that is one-metre shorter than the carbon fibre rigs on her Sport sisterships.

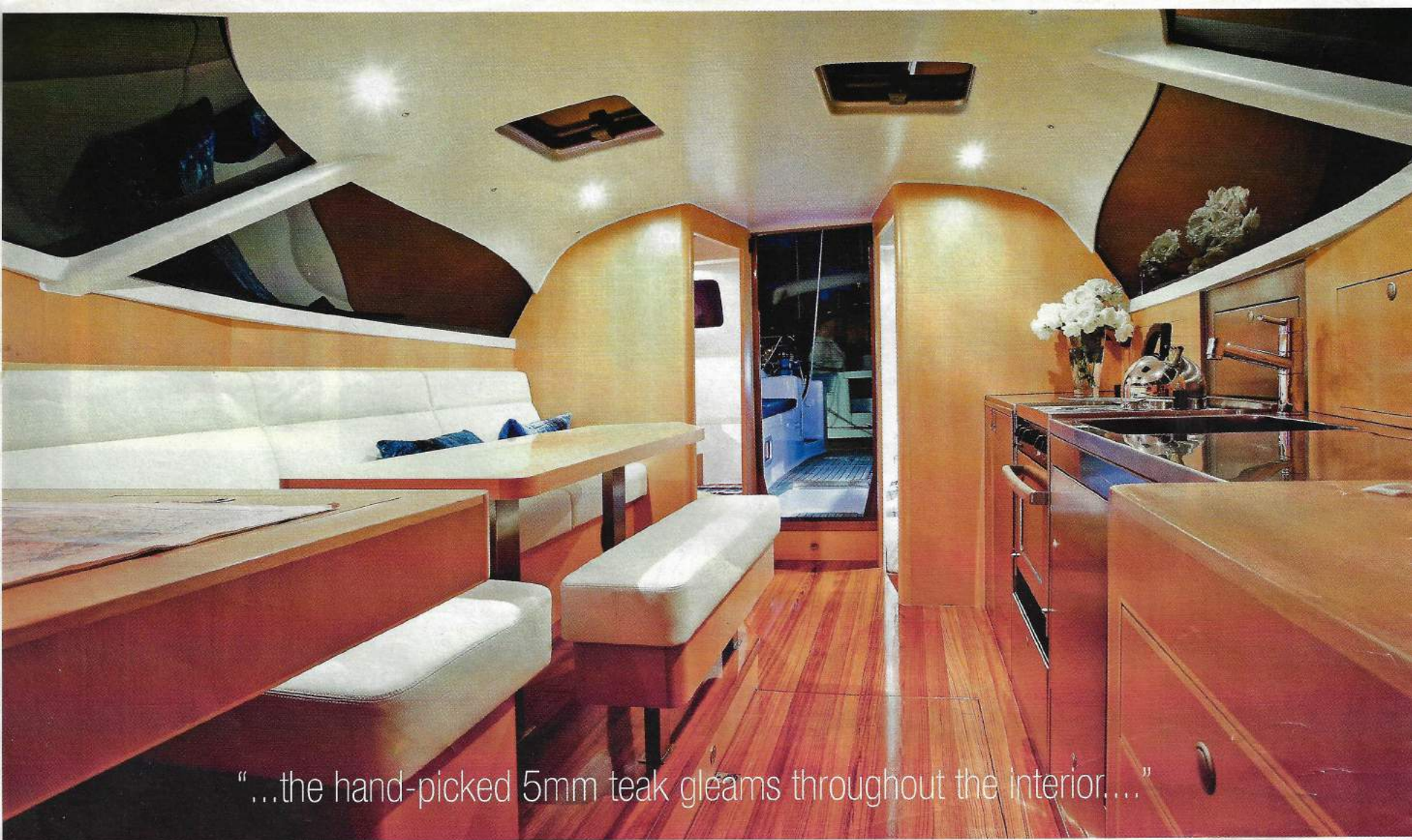
In developing *Fortuna*, Elliott focused on simplicity, ie, low maintenance; a reduced build cost; and ease of sailing shorthanded.

A defining feature of the Tourer range is the single level, or near-single level, from cockpit to saloon. The cockpit to saloon transition is through a door rather than down a companionway, so that, in the saloon, your feet are still above sea level.

*Fortuna* is a performance cruiser destined for extended coastal cruising and some offshore cruising. For her owners, she will be a second home and she has a sole that warms the heart: the hand-picked 5mm teak, laid over foam core, is a warm golden glow under epoxy throughout the interior. The teak, from Roger Duncan in Pukekohe, is perfectly matched plank to plank, and displays the superb workmanship by Hutcheson Boatbuilders.

*Fortuna* has a lineal galley on the port side; stainless steel rules. The stainless fridge/freezer blends seamlessly with the stainless bench and drawer-fronts and





"...the hand-picked 5mm teak gleams throughout the interior..."



cupboard-fronts crafted by Randell Stainless.

*Fortuna* has 12V and 240V power, from shore power or the compact Victrinox inverter tucked behind the starboard settee where it's easy to check its charging status.

The saloon table and settee are slightly raised to starboard, giving its seated occupants almost 360-degree views outside. The nav station for'ard features Raymarine electronics.

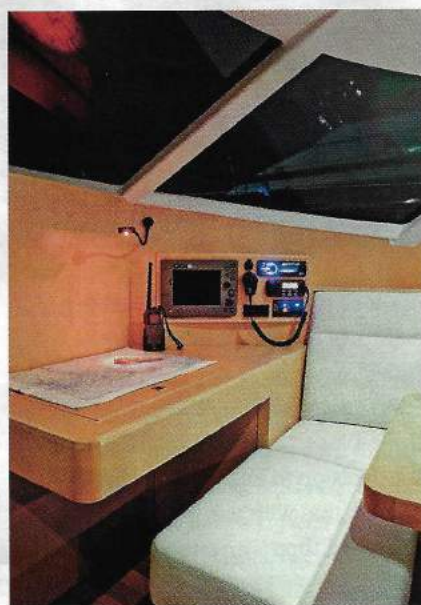
Elliott has since added solar panels

on the coachroof to trickle charge the batteries. Simple ship's systems avoid the need for complex power systems, he says. The biggest use of power is the fridge-freezer but only if it's not full.

#### ACCOMMODATION

A pair of doors either side of the saloon-cockpit door open to spacious, double cabins to port and starboard, one step down from the saloon; the double berths extend aft beneath the cockpit. All *Fortuna's*





*Fortuna's* lineal galley uses stainless steel as functional art, including the fridge/freezer and drawers, pictured extreme left. The look is industrial chic, softened by the glowing timber and the cream leather upholstery by Doyles. By having a fixed keel and therefore no centrecase, *Fortuna* has more space for a separate heads. ABOVE: the day berth, to port, allows an open space leading to the owners' cabin. FAR LEFT: The port aft cabin.

berths feature custom-made, inner sprung mattresses from Rest.

Various Tourer yachts use this aft-cabin space differently with variations on double cabins, single cabins, cockpit lockers and an extra bathroom.

The rest of the accommodation is for'ard of the saloon, via a small passageway. There is a daytime lounge or skipper's berth to port and the owners' cabin with island

double berth in the foc'sle. A separate bathroom with shower and hand basin are off the passageway to starboard. The separate head is just for'ard of the saloon, with a Sealand vacuum flush toilet.

#### CONSTRUCTION

*Fortuna* displaces nine tonnes, lightship and about 10.5 tonnes fully laden. As a performance cruiser, she

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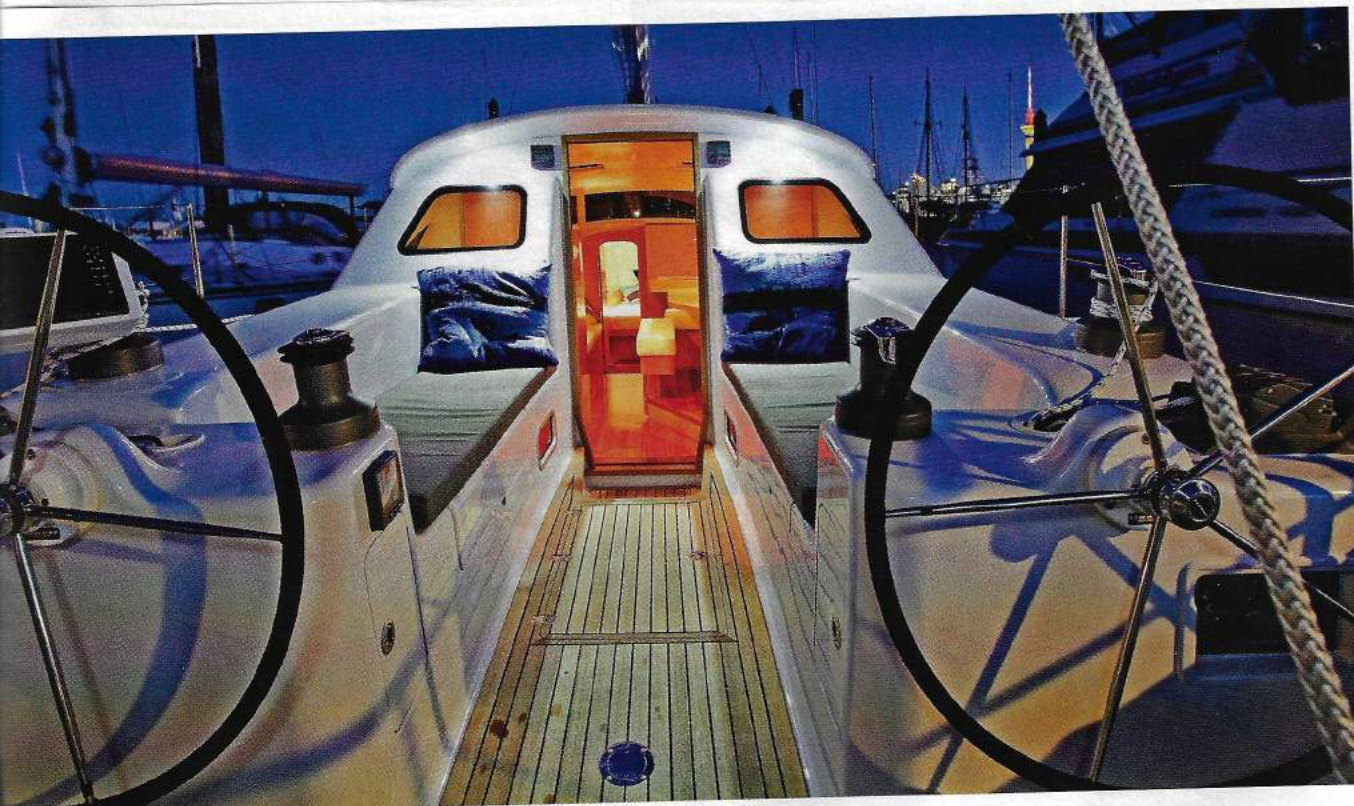
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features medium tech construction: e-glass over foam core created in a female mould.

"We don't use any chopper guns, no chopped strand mat in the lay-up at all," Elliott emphasises. "The construction is all handlaid and with the foam core we're able to gain a

lot of stiffness and lower the weight accordingly."

Items such as internal doors and panels are foam-cored.

#### THE ENGINE ROOM

The Tourer's single-level concept allows a real engine room instead

of space under the cockpit with an engine in it. A hatch in the saloon sole provides access to the 4JH Yanmar 55hp engine with saildrive. The Gori three-bladed propeller featured in the decision to forego a bowthruster. "I think that with this particular propeller, there's an enormous amount

of thrust in forward and reverse," Elliott says. "As long as you have some way on, it's got plenty of wick, and being a fin keel-spade rudder yacht, it can turn in its own length, so you don't need a bow thruster."

By engaging reverse and re-engaging for'ard while the yacht

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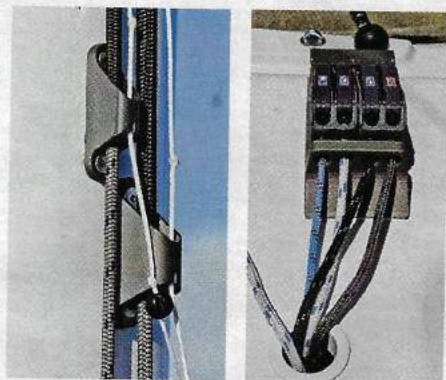


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CLOCKWISE FROM TOP: As on other Tourer yachts, the genoa furling line is within reach of the port helmstation and primary winches are immediately in front of their respective helms. The sheet tails feed into a bin to keep them tidy; the gate in the transom lifts out to create an open transom for boarding and swimming; *Fortuna* is set up for two-handed cruising for 50-somethings with Leisurefurl boom, furling genoa and staysail on removable inner stay as a go-to sail when the wind builds.

is reversing, the propeller blades remain over-pitched; this is the Gori overdrive function, which delivers the same speed for lower rpm. Under motor, *Fortuna* cruises at 8.1kts at 2200rpm using about 4 litres an hour and motors at a top speed of around 9.3 knots.

#### SAILING SYSTEMS

We had only about 10kts breeze, mostly it was closer to six knots. On some yachts, that would mean we couldn't sail, but *Fortuna* – with brand new North Sails – delivered boat speed upwind of almost-wind speed – from between 6.0 to 7.5 knots. Nice.

The sailing systems will suit two-handed fifty-somethings. *Fortuna* has the latest Leisurefurl boom which has the furling drum aft rather than at the mast end. The crew can raise, lower and reef the mainsail from the cockpit and it has an integral boom cover so there is no need to clamber

about on the pilothouse.

The five-batten mainsail is hoisted using manual winches. This brings significant savings in weight and cost over electric winches.

The halyard for the 110% genoa terminates at a sliding track on the port side of the mast, like a halyard

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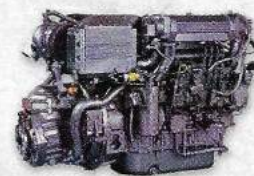
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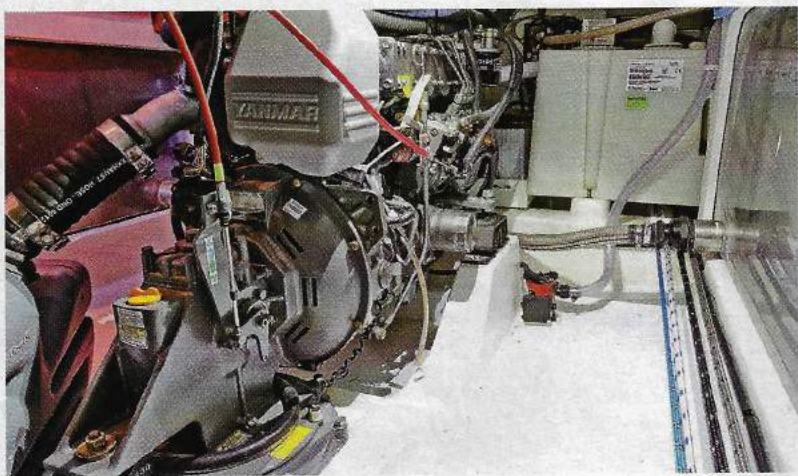


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**Power  
Equipment**



The 4JH Yanmar 55hp engine with saildrive is under the saloon sole. This area also houses the hot water cylinder, fresh water tanks, fuel tanks aft, and battery banks of gel cells forward. To starboard run the control lines which are routed underdeck, such as halyards and mainsheet

lock. Because the genoa is a furling sail, it will nearly always be hoisted, so the genoa halyard is locked on the track rather than on a cleat with a coiled halyard.

*Fortuna's* staysail is the go-to sail when the breeze builds. When cruising, the staysail sits in a sailbag, soft-hanked to a strop which is permanently secured to the foredeck and clipped to the toerail. When the grits hit the fan, the crew can reef the Leisurefurl mainsail, furl the genoa, attach the inner forestay to the strop and hoist the staysail. A manual, hydraulic ram under the foredeck tensions the inner forestay which stows at the mast when not required.

The helm positions are slightly raised to give a view over the coachroof, which is higher than on a conventional design where the saloon is lower in the boat. The restricted view from the cockpit seats is the trade-off for the single level cockpit-saloon sole.

The port helmstation features a Simrad chartplotter NX40. NX2 repeaters on the cockpit bulkhead supply wind and boat speed information and Magnetic

speakers in the cockpit supply the sounds. As on every Elliott yacht I've ever helmed, the steering is butter-smooth.

### THE KEEL

*Fortuna* has a 2.3m fixed keel with T-shaped bulb, rather than the 3.1m lifting keel of her Sport sisters. A lifting keel requires around 450kg of hardware above sole level in the centrecase, the top of the keel and the hydraulics, so the fixed keel yacht has similar stability to her lifting-keel sisters.

### CONCLUSION

The Elliott Tourer range is the only New Zealand-built, production yacht in this size range. By foregoing luxuries such as electric winches, bow thruster and carbon mast, *Fortuna* comes in at a lower price than we are used to seeing from New Zealand-built boats. And, as a Tourer, she's part of a steadily expanding family of yachts on the water.

Richard Bicknell of North Sails says *Fortuna's* sails are built in soft Norlam which features easy handling, good resistance to chafe, and good shape-holding without being too heavy. The furling genoa has a painted-on UV protection that can be recoated.

### Elliott Tourer 1350

- **loa** 13.5m
- **beam** 4.1 m
- **draft** 2.3m
- **water** 2 x 400 litres
- **fuel** 300 litres
- **designer** Greg Elliott, Elliott Marine Ltd
- **builder** Hutcheson Boatbuilders, Tauranga
- **price as tested** \$790,000 NZD