

COMPETITION BOATS AND EQUIPMENT

The Hardy Cup 2010 will be conducted in the Elliott 6 Class, supplied by the Organising Authority. The Elliott 6 is a three/four-person keelboat that is approximately 6 metres in length and carries a mainsail, jib and symmetrical spinnaker. Competition boats will be supplied with all the necessary sails, fittings, sheets/halyards, match racing flags and other safety equipment. The exact list of supplied equipment will be outlined in the Sailing Instructions.

The Elliott 6 was designed by Greg Elliott, one of New Zealand's most prolific yacht designers who is renown around the world for his yacht designs. The Elliott 6 has only recently come onto the international yachting scene and has already established itself as an ideal match racing yacht and training vessel.

ELLIOTT SIX SPECIFICATIONS

Principle Dimensions:

- LOA – 6180m (20.3')
- LWL – 5750m (18.8')
- Beam – 2380m (7.8')
- Draft – 1665m (5.5')
- Displacement – 560kg
- All yachts are identical weight and shape.

Sail Configuration:

- Headsail
- Mainsail
- Symmetrical Spinnaker

Hull:

- The hull is white gelcoat with an integral keel case.
- The deck is one colour gelcoat with integral foot rails, stiffening under fittings and mast support beam attached.
- The rudder is fitted to the hull.
- The keel is fitted to the hull.
- The deckgear is fitted and includes a one point lift fitting.

Mast and Rigging:

- The mast is alloy with standing and running rigging.

- Halyards include: Main, Headsail, Spinnaker, Spinnaker pole topper. The main and headsail are fitted with shackles while the Spinnaker and pole topper halyards are secured with knots only.
- The Spinnaker Pole is a 47mm anodised tube with push on pole ends and is fitted with Topper and downhaul bridles.
- The Mast section is Foster F13 or similar with a welded masthead crane and exit boxes for the spinnaker, genoa, and spinnaker pole topper. The spreaders in sockets.
- The Boom is 127mm x 1.98mm anodised rolled tube with a Two sheave outer end, Boomplug for gooseneck and jammer for reef line, Outhaul line exit that cleats on boom, and the Vang bale and bales to stow spinnaker pole on boom.

ELLIOTT 6 REVIEW

The Elliott six metre is a new Keelboat Trainer born out of thirteen years of keelboat training experience here at the Royal New Zealand Yacht Squadron. Greg Elliott has designed her especially for us using guidelines provided by Harold Bennett.

The design brief included the direction to minimise the number of moving parts for maintenance reasons and to include a large empty, modern style cockpit which is “user friendly” and comfortable to hike from. The plan should also incorporate the same sized rig as the previous E 5.9 fleet so that sails from the old boats could be interchanged for special events such as the Coca Cola Cup.

The result is a brilliant little fixed Keelboat, which at first glance could easily be mistaken for a larger “Grand Prix One Design”.

The Hull has a typical “Elliott” straight Stem followed by flared sections amidships which taper to give a straight run aft and a narrower full transom. On the waterline she is reasonably narrow but with the flared sections the crew can project their weight well out by hiking to add to the yacht’s stability.

From the bow aft to the widest point on the waterline the shape is very straight with no hollows or bulges which might slow progress through the water.

The Keel is a vertical high aspect ratio fin with a bulb and a 1.6 metre draught. The rudder too is a high aspect ratio foil, which is transom mounted on gudgeons. It is fixed and does not swing up in line with the design brief limiting moving parts.

The Deck layout is simple, uncluttered and incorporates some unusual features designed to maximise the space for the crew to work and to trim the yacht both fore and aft and laterally. The most obvious of these features is the absence of mainsheet in the cockpit forward of the transom mounted traveller. After coming forward along the underside of the boom and down to the base of the mast the mainsheet comes aft with the other sail controls through a tunnel in the floor to the middle of the cockpit. The cockpit extends from the transom forward to the mast and so covers some two thirds of the deck space. A flat deck takes up the front of the boat through which a hatch allows access to the interior of the hull where lunches can be stored along with the yacht's bucket, sponge and tow rope.

The Mast is stepped on the cockpit floor and is supported above this by a Gate, which is built as an integral part of the deck. The Mast itself is a single spreader fractional rig stiffened by an internal sleeve to a point just 1.5 metres beneath the spreaders to lessen the chances of breaking.

Main and Headsail halyards are both 2 : 1 so that tensions are easily changed and sail shapes easily adjusted.

DESIGNER'S COMMENTS

I designed the Elliott 5.9 in 1980 as a high performance trailer yacht under the existing NZTYA rules. The yachts owned by the RNZYS and used as a training fleet were built to these original plans. The existing fleet has now been used by the RNZYS for 11 years. I studied these yachts and what was required of them and, after consultation with Harold Bennett, have created a new design. This new design would be capable of producing another 20 years of service as a training yacht.

The new Elliott 6 incorporates the best features of the Elliott 5.9 and has been developed in 3 main areas.

1. The stability has been increased to enable a lighter crew to manage the yacht more easily in stronger winds.
2. The cockpit and fitting layout has been altered to enable easier and more accurate training.
3. Construction detail has been specifically designed to make the Elliott 6 virtually unsinkable and far more durable and easier to maintain.

Greg Elliott
Yacht Designer

ELLIOTT MARINE LTD

Established in 1991 to provide quality built yachts for the demanding New Zealand, Australian and Japanese purchasers of Greg Elliott designed production yachts. The fibreglass production yachts available include Elliott 6 (training yacht), Elliott 7 (trailable), Elliott 770 (trailable & keeler), Elliott 935 (keeler). Greg Elliott was the designer of the Elliott 5.9 yacht, which was a long time predecessor to the Elliott 6 design.

INFORMATION SOURCED COURTESY OF ELLIOTT MARINE