



Future Shock

By PHILIP MACALISTER

Future Shock, Greg Elliott's biggest yacht to date, is all about getting places quickly and safely.

The 17m design looks set to start smashing many of the records and milestones set by Elliott's last big racer, Party Pro.

Future Shock was in the water only a month before starting as line honours favourite in the inaugural 5500-mile Auckland-Fukuoka race.

From the dock she has the appearance of a maxi. She is big, busy and powerful, with crew teeming over her deck.

She has all the Elliott trademarks — plumb bow, reverse sheer and flared topsides.

Her deck layout is also unmistakably Elliott. The large cockpit extends in "trenches" forward round the cabin top, providing extra safety and protection for the crew. All the winches are mounted inboard.





Future Shock's large cockpit extends in "trenches" forward round the cabintop. The single traveller winch is located centrally behind the companionway hatch. The boom, built to be as light as practicable, is a small section with four sets of struts and stays adding stiffness.

The rig is taller than usual Elliott designs and features seen on Peacemaker, his 12m design, are clearly evident.

The mast, built by Mast & Spar Services, is a Sparcraft blue label section with four spreaders and a large set of jumpers. One observer described it as "a flying ladder."

The boom, also built to be as light as practicable, is a small section with four sets of struts and stays adding stiffness.

All rigging is Riggarna rod.

The sailplan offers a large amount of sail area with masthead spinnakers on a frac-

tional rig and a big roach on the main.

The sails are by Sobstad and include one dacron and one Threadline main, five headsails and four spinnakers.

Big-boat techniques used on Future Shock are a 2:1 purchase on the main halyard and battens wrapped in kevlar. If the battens break, the sail should maintain its shape and it will not be damaged by splinters.

Twelve crew will race Future Shock. With the 13 winches, all Barient self-tailers, mounted inboard, the crew are kept close together when doing manoeuvres.

The twin steering wheels are mounted well forward which also helps good communication.

An unusual feature is the use of only one winch for the traveller. The winch is in the middle of the forward end of the cockpit, away from the trimmer.

All tracks and travellers are Ronstan Fico RCB Series 2000.

Blocks and jammers are all Ronstan. In the pit are 11 jammers for halyards etc, with another three either side for car pullers and vang adjustments.

Future Shock also has the first of a new



**Below decks,
Future Shock is
set up for racing
... she's spartan
and airy.**

series of lightweight big-boat blocks from Ronstan. They are used on the runners, mainsheet, spinnaker sheets and down-hauls.

Another new product to make its debut on the boat are the locally made, low-profile Weaver hatches.

Future Shock's Fukuoka race build-up was furious as time was spent on the water logging performance figures which were analysed with the help of some of Auckland University's Yacht Research Unit.

I was aboard Future Shock for her first race, a 90-miler.

The wind rose above 10 knots only once and, hard on the wind with a medium No.1 on, the boat enjoyed the extra pressure, cutting effortlessly through the water and leaving a clean wake.

Even in light airs, she is a slippery and quick boat.



The nav station . . . a multitude of instruments.

Elliott yachts are normally stiff and this one is no different.

The keel is a steel frame covered with fibreglass. On the bottom is a large lead bulb.

Future Shock was built to High Modulus specifications using kevlar and carbon-fibre. The hull was constructed in a strip planked cedar female mould using five skins of cloth with a divinycell core.

Frames are vacuum-bagged to the hull and unidirectional carbon-fibre is used in the fore and aft beams for longitudinal stiffness.

Weight-saving has been achieved in the deck by using nomex panels where possible. They are in the aft end of the cockpit, the middle of the deck between the com-

panionway hatch and the mast and in the foredeck.

Future Shock was built by Elliott Yachts in Newmarket and took a year to complete.

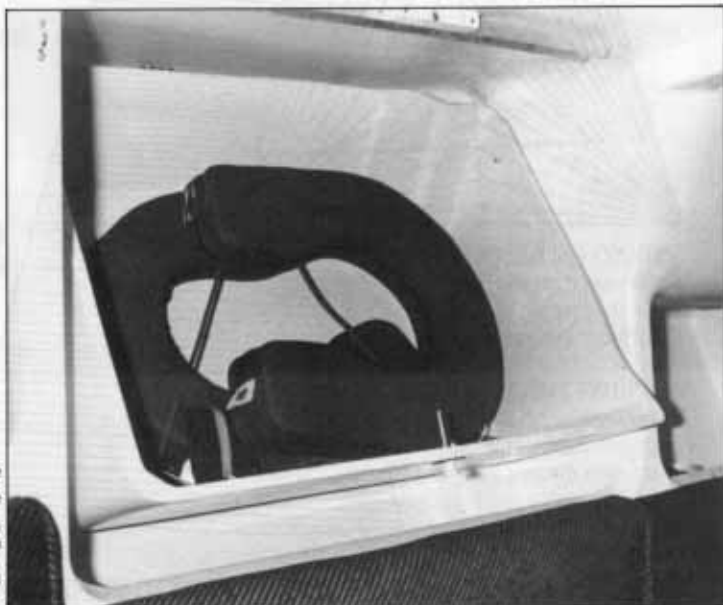
She has a strictly racing interior. The main saloon, which is almost all of the inside of the boat, is painted white.

Around the cockpit walls are six small Lewmar hatches giving plenty of light and ample ventilation.

There is a hint of American practicality down below — bunks fold up like an ironing board in a New York apartment and storage lockers on either side resemble overhead lockers in an airliner.

Beneath the lockers are big, deep bins which are ideal for throwing gear in when racing.

Forward of the main bulkhead near the



Airliner-type lockers give the yacht a hint of American practicality.

mast is a fully enclosed head complete with shower — one of the few luxuries on board. Otherwise the bow is empty space like any other racer.

Between the companionway and the forward end of the cockpit are tucked the galley, the engine and the yacht's other luxury — a car stereo cassette recorder.

The galley is full-on racing spartan. The plan is to eat mainly dehydrated food so a cordon bleu set-up is not required.

Located in the aft part of the saloon, to port of the navigator, is a Mariner Princess two-burner gas stove with oven and grille. One sink is situated next to it and another is within arm's reach to the right under the companionway.

The Shadow II gas solenoid is also a gas detector. Gas bottles are kept in a locker behind the port steering wheel.

On the opposite side is a front-opening fridge and icebox. Above the fridge is more bench space.

Water is pressurised and a Wolter 300 gas heater provides instant hot water.

The nav station is located behind the companionway. Future Shock has a multitude of instruments — the latest in position-finding equipment, a Trimble GPS unit, two satnavs, a weatherfax and an ICOM IC M700 SSB radio. Around the navigator are two Ockam displays, an electrical control panel and enough room to unfold a chart.

Behind the nav station on either side are



The Sparcraft mast . . . "a flying ladder."

double quarter berths. Under the cockpit floor behind the navigator are stainless steel diesel and freshwater tanks.

The water tank is connected to a reverse osmosis desalinator which makes about a litre of fresh water every 15 minutes. It can be operated manually in the event of a power failure.

Underneath the quarter berths are banks of batteries. Additional power will come from two solar panels to be mounted on the stern.

The boat is wired for standard 12-volt DC but can be plugged into shore power when in port.

The engine, a 60hp Perkins Prima, is below the companionway ladder.

Future Shock is an impressive boat. She reaffirms Elliott's position as one of New Zealand's top designers.

On the water, her white hull with its eye-catching graphics and the crew on the rail in red and blue Line 7 wet-weather gear distinguish Future Shock from the crowd.

She was designed with one purpose in mind — to be a fast ocean racer — and will be worth watching.

FUTURE SHOCK

LOA	17m
LWL	15.6m
Beam	5.2m
Draft	2.95m
Ballast	4000kg
Displacement	8500kg
Owner	Ian Margan
Designer	Greg Elliott
Builder	Elliott Yachts