

Peacemaker plug now a Divine Madness

Take a 1987 design, three boatbuilders and an insane desire for shorthanded sailing — and the result is 12 metres of Divine Madness.





Very stiff and dry as we sail upwind.



*Reaching down the harbour
our best speed was 13 knots.*



The boat tracked well upwind, the angled coamings providing comfortable bum rests, the angled cockpit really

The ever hard working *Boating* test team meet with *Divine Madness* at Auckland's Westhaven marina and waste no time in departing the marina and hoisting the sails.

Reaching down the Waitemata Harbour in the 15-20 knot southwesterly breeze, *Divine Madness* accelerates quickly in response to each gust.

Only having the threequarter hoist spinnaker on board does hamper our speed somewhat but, in the gusts we manage a top speed of 13 knots.

The acceleration in each gust is noticeable, particularly when the boat lies level. With an amount of heel on there is a need to bear off slightly and get the boat underneath the rig before the numbers start to climb.

A pleasant spinnaker ride is unfortunately curtailed by an over-enthusiastic photographer screaming something about sailing upwind before the light fails. We ultimately relent and hoist the number three genoa and point the boat back on the wind toward Auckland.

Sailing upwind *Divine Madness* sits between 6.8 and 7.3 knots, the helm weight is minimal and steering a two finger job.

We actually check the accuracy of the speedo system against the GPS and discover an error — not the usual con job of the owner winding the speed up to impress us, but a reading that is 7 per cent low.

The large topside flare ensures the

crew are kept dry, all of the spray being deflected well away.

Tacking, the boat spins very quickly and loses little speed. On board, there is plenty of room for four people to manoeuvre the boat through tacks even though it has a distinct bias toward shorthanded sailing.

After an enjoyable (and quick) upwind sail we put the motor to the test, motoring into the breeze at an easy 6 knots.

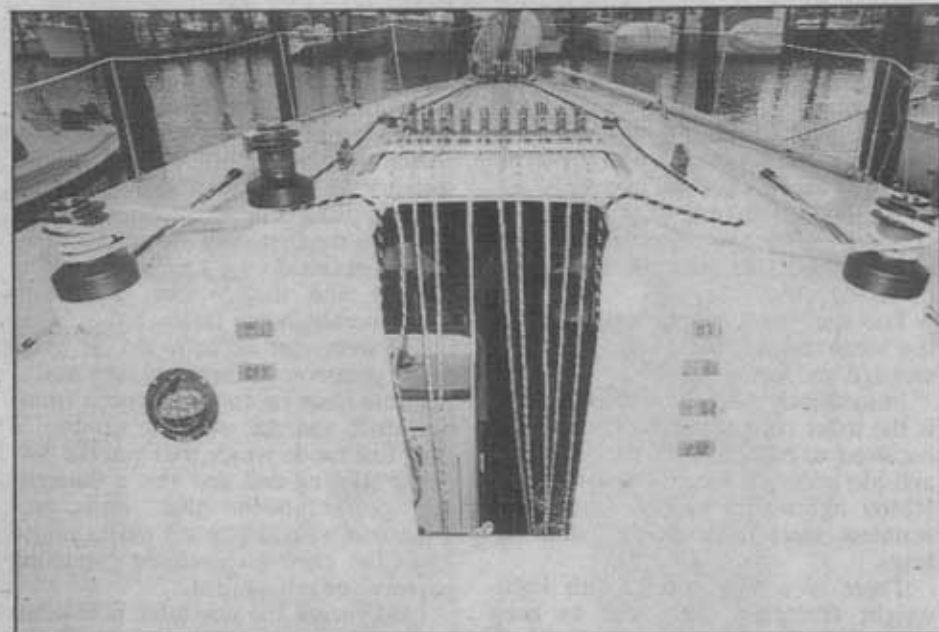
Once back at the marina it is time for a more detailed inspection.

Interior inspection

Going down below we are impressed with the vast volume and open spaces of this design. Starting aft there is a huge quarterberth to port with gear stowage underneath. These are large enough to lay on athwartships if necessary. The bunk tops are screwed down and the whole interior is structural but there are access holes for stowage. The angled sides in the cockpit add to the space, giving easy access and headroom in the quarterberths.

For'ard is the galley. There is only an icebox in the aft end of the bench as owner Terry Moreton feels it is not necessary to have a freezer in a racing boat. There are cupboards built out under the sidedecks but they don't have shelving built into them at present.

Of particular note in the galley are the concealed hinges and the trim



The functional deck layout is designed around shorthanded sailing.

around the 6mm thick gaboon plywood doors, giving the impression they are around 25mm thick.

All of the doors are finished in this manner.

The stove is a Broadwater two burner with a grill below, the latest from Power & Marine with a huge pot locker underneath. There is a deep sink with high pressure cold water and, underneath this is further storage racks which take the form of plastic coated wire vegetable trays and a utensil drawer.

The main saloon berth is L-shaped, the aft end housing the water pressure pump, bilge pump and spare anchor. This area is also destined to be home to the house battery. Under each main saloon berth is a rigid 160 litre (35 gal) welded PVC water tank.

There's further gear storage behind the saloon berth back rests, and above those another huge pilot berth.

Headroom throughout the main cabin is 1.85m (6ft 2ins) and this carries right for'ard past the mast into the forepeak.

The rest of the front of the boat is basically empty except for the teak and holly floorboards. There is a large Weaver hatch in the middle of the foredeck for sail handling.

All the sheets and wet weather stowage hang on the hull just for'ard of the main bulkhead. The chain plates are fitted below decks, the Searig stainless steel turn buckles low on the bulkhead to keep the weight low and this also eliminates any chafe on the foot of the headsails. They are kept watertight at the deck with the use of nylon packers.



The bulkheads are ply with fibreglass on both sides. For further reinforcement through the line of the chain plates there is a kevlar strap which runs down and ties into the mast partner which is timber up to the stringer and foam and kevlar above.

The main bulkhead is angled at the same line as the spreaders and not only adds considerable strength but is also quite attractive.

The starboard saloon berth is much the same as the port with plenty of stowage and water tanks.

Immediately aft of the saloon berth is the toilet compartment. This is fully enclosed to comply with the IMS rule and has pressure water. The toilet is an RM69 lightweight model, fitted with stainless steel flush closing skin fittings.

There is a vanity unit with lightweight fibreglass sink, and to keep everything dry a small vanity locker is fitted underneath the side deck.

Aft of this again is the navigation station which faces athwartships.

Great system

Facing that there is the master switch panel which is a BEP control

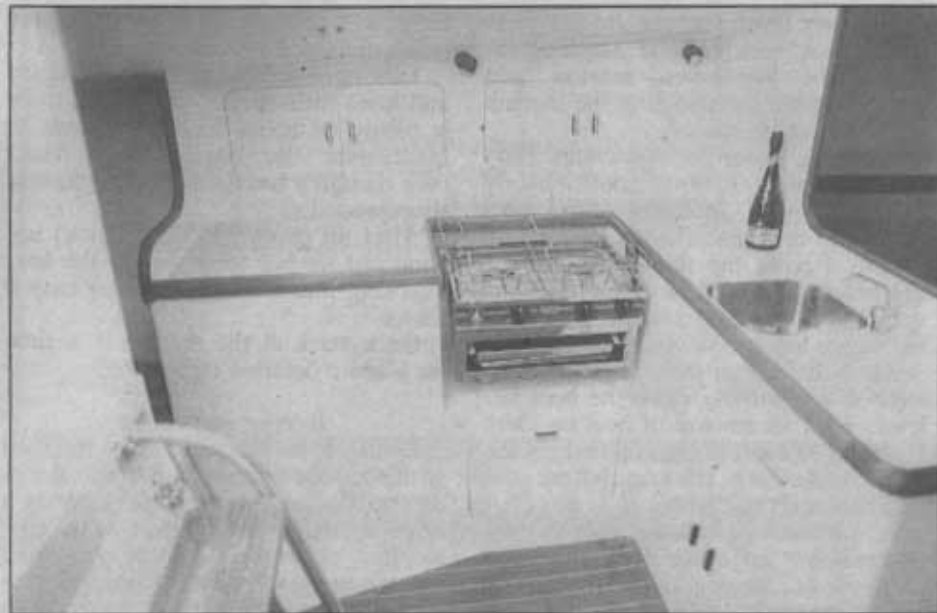
panel. Alongside that is a Polaris VHF and a Sound Marine stereo which drives waterproof speakers in the cockpit. Below that is the VDO GPS read out, and also the multifunction repeater, which can call up any of this system's 32 functions and display four separate read outs on the one screen.

This is the first fully integrated VDO system installed on a race yacht in this country and the *Boating* test team spent literally hours fascinated by what this system can actually do. It gives every common sailing function and a few that keen racers can benefit from, like drift and set over the ground, a start line mode which tells you the favoured starting end and also a theoretical speed function that, once programmed with the boat's performance gives the crew an invisible "sparring partner" to sail against.

Underneath the nav table is another locker which has the "brain" for all the systems in a nice dry area.

Aft of the nav table is another huge quarterberth the same as on the port side. This one has the starting battery for the motor under it and also panels for access to the motor.

The motor, which lives behind the



The L-shaped galley has plenty of storage space and red night-lighting.

companionway steps underneath the cockpit, is a Yanmar 3GM saildrive.

The companionway steps are a stainless steel frame with teak treads and there is sound insulation on the aft face of them to help keep the noise to a minimum.

The aluminium fuel tank is fitted aft of the motor and has a capacity of 105 litres (23.3 gals).

The interior is very well colour coordinated — the paint is custom tinted Epiglass reaction lacquer and is basically white with a lilac tint and satin finish. This contrasts well with the acrylic covered squabs and the beige Tacon benchtops.

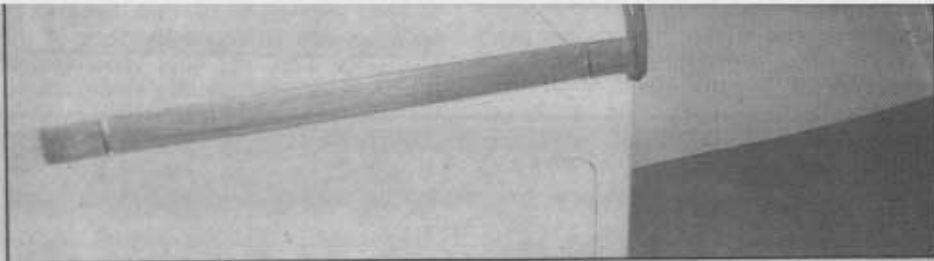
labour in the form of sanding, filling and painting.

The deck was built by Craig Partidge yachts.

The keel is one of the few areas that have been changed from the original 1987 drawings. The five laminated keel floors have the 25mm keel bolts through rather than between them, and on top of these is a kwila top plate that runs from behind the aft keel bolt through to the ring frame forward of the mast forming a structural I beam.

Both of the keel and rudder shapes have been optimised for downwind performance by Richard Karn.

The steel tank above the keel, keel bolts and rudder stock were fabricated by Chris Seagar.



A half-sized chart table just forward of the starboard quarterberth.

Construction

The hull of Divine Madness was originally built by Cookson Yachts as a plug for the mould of Peacemaker. It was built in Durakore and E glass and was always intended to be turned into a completed yacht to help recover some of the mould costs.

The interior finishing was done by Geary and Sherson Boats, with owner Terry Moreton providing some of the

bolts and rudder stock were fabricated by Chris Seagar.

Deck tour

Being designed basically for shorthanded racing the cockpit layout of Divine Madness has undergone a certain amount of "customisation". The cabintop has been extended aft making the cockpit shorter than on Peacemaker.

A Frederickson traveller runs across the back of the cockpit, and the control lines for the traveller are housed neatly inside the cockpit coamings and exit to Harken pedestal cleats. This system works well when sailing, with the traveller car controlled by the leeward cleat.

There is space for one person to sit aft of the Lewmar 43 selftailing runner winches.

The runners also have check stays and flying masthead runners instead of a standing backstay to accommodate the mainsail roach.

Primary winch power is provided by Lewmar 3 speed 55s, with the cleat for the sheet being worked mounted on the inner cockpit edge.

Fore and aft control of the genoa cars is handled by a barber hauler system that also disappears into the forward end of the cockpit coaming and reappears alongside the primary winch.

Out on the side deck is a slightly over-specification Anderson foot block for the jib and on top of that is a titanium spinnaker sheet block. These are placed so the sheets can be directed to any of the cockpit winches.

The cockpit bulkhead has the readouts for the VDO instruments, two to port and four to starboard, the six units able to display nine readouts simultaneously.

Alongside these is a Suunto tactical compass.

On the cabintop are the mainsheet



Full headroom is carried right forward past the mast.

winches. The mainsheet splits and runs either side of the boom, for'ard to the mast and then aft again to the Meissner 25/44 selftailing two speed winches. These are the first of these to be used in New Zealand and are remarkably quiet.

All of the halyard and other sail controls run aft to a bank of Robb rope clutches with turning boxes behind. This allows the controls to be diverted to either of the two Lewmar 43 self tailers (soon to be repaced with Meissners) alongside the mainsheet winches.

Alongside the bank of jammers are the spinnaker downhaul jammers and also Robb rope clutches. Immediately for'ard of these are the vang controls, which are Harken pedestal blocks. These are placed so the crew can

easily reach and release them when things are not going so well.

The side decks are clean with little to damage toes. The genoa tracks are low profile Frederickson tracks. There is a track aft for the heavy and light number one genoa and a small track forward for the number three genoa.

There are also ample toe holds in the form of teak cleats, one either side of the mast for keeping the crew on-board while gybing the spinnaker and another further outboard for the crew that tripped over the inboard ones.

The mast is a Farr two ton section which was finished by Yachtspars. The section was supplied by Moreton and Yachtspars extensively milled the top section and added external stiffening

in the lower panel. The three spreader rig has slightly swept spreaders and is discontinuously rigged with Riggarna rod rigging.

The boom is a fabricated Yachtspars system which uses a channel for the flat top section, a half tube for the bottom and lightweight alloy plating on the sides to give the whole structure its strength. This system is quite light, a mere 27kgs bare. The boom is held aloft when raising or lowering the mainsail with the very latest "Fluorotrut" strut vang, also from Yachtspars.

The forestay currently has a Head-foil II luff system on it now but this will be replaced by piston hanks for shorthanded racing.

The mainsail is from the Hood loft and the number one and three genoas are kevlar mylar tri-radials by Sail

Specialties. The spinnaker we used on our test was the practice number 2 spinnaker, but there is also a masthead and threequarter hoist spinnaker, several ex-IOR boat number 2 genoas and storm sails in the wardrobe.

Summary

Divine Madness has been put together over the last four years by Terry Moreton.

The 1987 design has benefited from some more recent thinking in some areas, with input from designer Greg Elliott based on his shorthanded experience on Peacemaker in the last Two Man Round North Island race (which they won). And the point of this whole exercise is that a fast non-rule orientated boat will always be fast.

The lack of signwriting on the topsides? A sponsor is still being sought.

The vitals

LOA	12m (39ft 3ins)
LWL	11m (36ft)
Beam	4.3m (14ft 2ins)
Draft	2.5m (8ft 1in)
Displacement.....	5000 kgs(11,000 lbs)
Ballast.....	2370 kgs(5214 lbs)
Designer.....	Greg Elliott
Builders	Cookson Yachts/Geary and Sherson/Partridge Yachts
Rig	Yachtspars
Sails.....	Sails Specialty/Hood Sails
Engine	Yanmar 3GM saildrive
Paint systems	Epiglass
Deck gear	Frederickson/Robb/Harken
Instruments	VDO