

A new 'dynamic duo' from Elliott

Two new Elliotts — a “sports” and a “sedan” version of a new IMS-influenced 12m design — are the “dynamic duo” which star in this month’s “double banger” yacht test.



Terminator, the so-called “sedan” version, up and rocketing across the Rangitoto Channel.

Race-bred Sassy is awesome on the burst down Auckland Harbour.



At this speed Rangitoto gets bigger by the second.



Brown sails are definitely quicker than white, but what a difference in cost.



In the gusts Terminator seems to want to climb right out of the water.

In an intriguing comparison, the *Boating* test team lines up Sassy (the "sports"), built with as many exotics as allowed under IMS, with Terminator (the "sedan"), constructed of more conventional materials. The intention is to sail and inspect the two brand-new yachts side-by-side to assist potential buyers select their preference.

Sassy's hull and decks were built for long-time Elliott speed addict, Tom McCall, by high-tech specialists Cooksons, using laminates of kevlar and S-glass with a foam core. Finishing work was by Geary and Sherson.

Terminator, fresh from a line/handicap double victory in the highly-competitive Division 2 of the 1992 Wayne Wilkinson Coastal Classic race, was built for Bob Wilson by his own well-respected yard, Brin Wilson Ltd, of a cedar/S-glass composite hull with a foam/E-glass composite deck.

"This design is quite different from the earlier 12m designs such as Transformer and Peacemaker — with changes encouraged by the IMS rule," explains designer Greg Elliott.

"Although the design has not been tailored exactly to the IMS rule, it does not incur any undue penalty for hull, interior or rig."

So what are the most obvious differences between Sassy and Terminator apart from construction?

"Obviously there is a weight difference — anything from 1000-1500kgs depending on the interior of the sedan version," says Elliott.

For example, Terminator has a larger engine, more tankage, hot and cold pressure water with hot water cylinder, private double cabins aft, a large fridge and freezer and more commodious galley.

Sassy's rig is a three-spreader frac-



Quarterberths — open plan on Sassy (above) and private double cabins on Terminator (right).

tional with jumpers while Terminator has a heavier section, two spreaders and jumper. With Terminator having cockpit coamings, obviously the layout is more cruising orientated.

With another "sedan" version — Total Recall, built by Kerry Alexander for Ron Brittain — already sailing and another "sports" being built by Cooksons for export to Japan, the new Elliott 12 appears to have made a very promising start.

With wave upon wave of westerly squalls — accompanied by fresh winds



and excessive precipitation — plaguing Spring-time Auckland, it is clear that we are unlikely to enjoy ideal conditions for this dual boat test. The day dawns wet, cold and windy but, with patches of sun promised, we decide to proceed.

Fortunately the sun does arrive and throughout the day delivers sufficient sun to satisfy the photographer. The rain stays away but there is plenty of wind — 15-30 knots from the south-west.

A rendezvous is arranged for the two Elliotts — Sassy sailing northward from Auckland's Westhaven Marina while Terminator heads south from the Gulf Harbour Marina at Whangaparaoa.

The *Boating* team heads out with Sassy from Auckland in a building southwesterly. After hoisting the main in the lee of the oil wharves, we reach out of the harbour while the foredeck crew beaver away setting up the spinnaker gear.

Under mainsail alone, Sassy achieves an easy 8 knots. With this speed just under mainsail, we are impatient to set the chute.

The spinnaker is hoisted according to plan but, alas, the spinnaker bag labelled .75oz reacher in fact contained the masthead .5oz kite. Nonetheless it is set, not ideally on the lower halyard, and begins pulling like a mule.

And here the excitement begins — Sassy leaps on the plane and blasts eastward, Bean Rock becoming alarmingly larger by the second. Although no-one had a chance to even glance at the speed log, the accompanying launch, with a top speed of 20 knots, was near full throttle to keep pace.

With the kite safely doused, we reach along Auckland's North Shore

coast under main alone — hitting up to 9 knots en route to the rendezvous.

As the two yachts near one another, it is Terminator's turn to do her stuff under spinnaker. With Bob Wilson grinning from ear to ear, the so-called sedan version blasts off toward Rangitoto, surging up to and above 15 knots. Again the Caterpillar in the launch is near full noise as the camera crew attempt to keep pace.

Like Sassy, Terminator is a joy to sail at speed — their being no need to worry about bad behaviour (apart from the crew).

Well out into the Rangitoto Channel we discover solid gusts to 30 knots and the two square up for a beat back to the North Shore coast. The difference between Sassy's very expensive kevlar sails and Terminator's dacron wardrobe is very noticeable in these conditions — Sassy clearly having the advantage, pointing higher and slightly faster.

The extra weight of Terminator does have some advantage in heavier conditions as she is noticeably stiffer than Sassy.

Once the sails are adjusted on both yachts, they are a delight to sail to windward — with speeds in the high 7s being achieved.

After a fun two-yacht match race for some miles, Sassy has achieved a slight lead. It is now time to bear away for a bit of a two-sail blast. Immediately the log begins pumping out speeds of more than 9 knots.

Overall we are very impressed with the easy handling of the new Elliott 12s — both being very easy and safe to handle. Even when two-sail reaching — usually the hardest on the helmsman — the yachts are a one-hand operation to steer.

on these berths are brightly patterned.

The Yanmar, driving a conventional shaft propulsion system, is neatly fitted beneath the companionway stairs.

Sassy's forepeak by comparison is strictly business — there being only sails beneath the Lewmar foredeck hatch.

The toilet compartment features an RM 69 head and pressure cold water only. A seat and stowage, as with Terminator, fills the space opposite.

Sassy's flooring from here aft is grey Pirelli tiles.

Very smart patterned squabs, all of the same material, are featured throughout.

The small but very functional galley has a two-burner Flavell stove, plenty of stowage, a good-sized basin (again only cold pressure water) and boasts a neat slide-out tray over the stove for extra bench area.

Sassy's navigation station is most im-

pressive. For'ard facing with a seat and footwell, the navigator even has an intercom for easy communication with the cockpit. Other electronic assistance comes in the form of Furuno SSB, VHF, chart plotter/GPS, depth sounder and weatherfax, Ockham sailing instrument repeaters and a BEP electronics panel.

Rather than private quarterberth cabins, Sassy has a very smart open plan layout beneath the cockpit which

Accommodation

We had expected a bigger difference in accommodation layout than that encountered — the main visual difference being the twin private quarterberth cabins, larger galley and big fridge and freezer aboard Terminator.

Apart from that both yachts are not too dissimilar — both featuring very clean and easily maintained fully-lacquered white interiors.

Beginning our tour aboard the more cruising-orientated Terminator, we find a forepeak unencumbered by excessive weight. Apart from a couple of pipe berths, this large area is occupied solely by sails — with easy access through the foredeck IMI hatch.

The toilet compartment is just aft of this and features a Par head with Par pressure system for the hot and cold water. An American Standard shower system is used.

Crew gear bins and a seat occupy the space opposite, the flooring from this area aft being of teak and holly. The squabs for both yachts were made by Bob Wilson's daughter, Trudy, those in Terminator's saloon being of a striking green synthetic suede.

The galley, to port, features a Mariner Princess gas stove, has reasonable stowage and ample bench space. The plates fit into a neat rack on the bench.

Standing at the chart table opposite, the navigator enjoys ample chart space and has the following electronics at hand — the Yanmar engine panel, Autohelm sailing instrument repeater, Standard VHF, BEP switch panels which include a cutover for shore power and an Alpine stereo system. Built into the chart table are a very large fridge and freezer.

Aft of this each side are two roomy quarterberth cabins. Although they were not fitted on test day, each cabin has a door for total privacy. The squabs

includes the Yanmar enginebox with engine instruments built in, and comfortable single berths with adjustable pipe berths over.

Deck

Terminator's deck layout, while leaning a little toward comfortable cruising, is still set up for fast, efficient sailing.

A boarding step in the transom is an obvious cruising trademark — along with the big, wide, comfortable cockpit coamings.

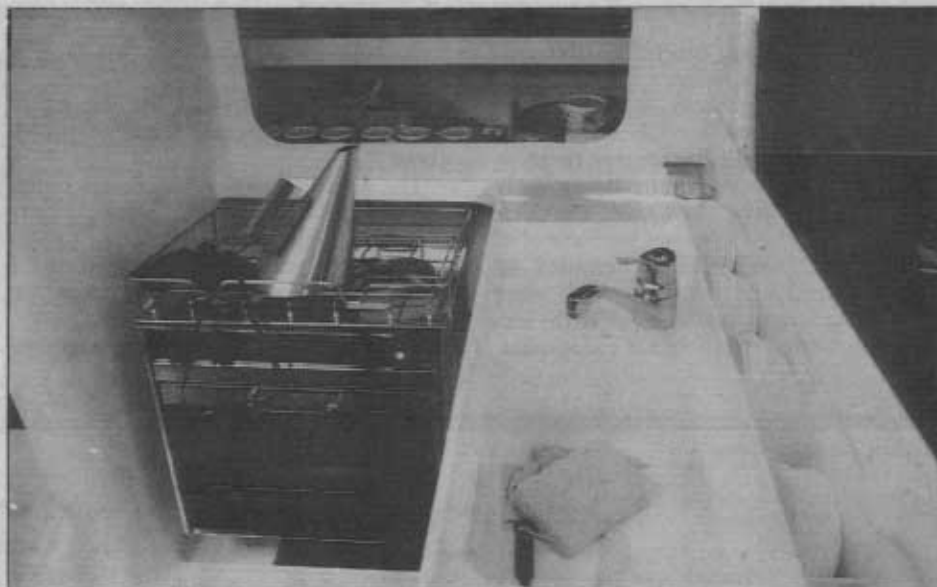
Terminator's cockpit also features a central pod for the mainsheet winch, in-board helmsman's seats and a life-raft well — the whole arrangement looking tidy and working well in the heat of battle.

The winching power is by Bariert with Harken turning blocks and track cars.

The helmsman has a clear view of



The view for'ard aboard Terminator — with the big, clear Autohelm readouts providing all the key information.



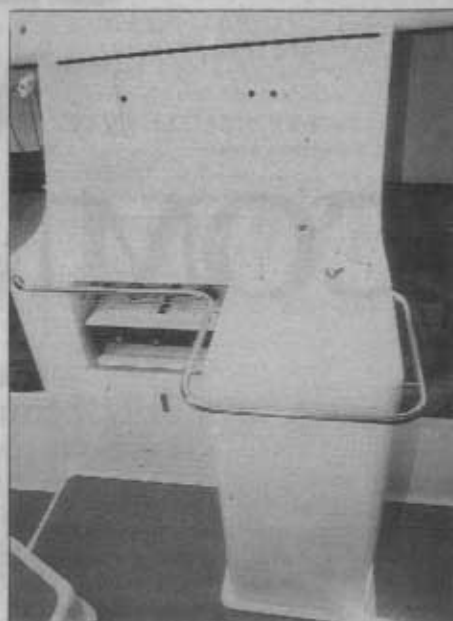
Galleys differ aboard Terminator (above) and Sassy (right) reflecting the difference between the pure race boat and the fast yacht whose owner also yearns for comfort.

the Polare bulkhead compasses and Autohelm instrumentation mounted above the companionway. All lines lead aft from the mast to banks of Robb rope clutches.

From here for'ard the deck is clean and uncluttered — the only deck dwellers being three IMI hatches on the cabintop.

The twin spreader plus jumper Matrix mast is held aloft by stainless wire and Graham rigging screws.

Stepping into Sassy's cockpit, the first impression is of simplicity — this



is a purely functional race yacht command centre. Gone are the coamings, stern step and central pod.

Like Terminator, Sassy is equipped with Bariert winches but her turning blocks and deck gear carry the Ronstan brand.

The helmsman is fed easily digested information from the Ockham sailing instruments on the cockpit bulkhead — with large printouts on the 12 Metre-style Brandstadt repeaters on the mast. Also well positioned are the twin Plastimo bulkhead compasses.

A gaggle of Lewmar rope clutches for'ard of the companionway take care of the assortment of lines running aft from the mast.

Again this Elliott 12 is very clean from this point for'ard — there being just a solar vent over the toilet compartment and a Lewmar hatch over the forepeak. As a sports version, Sassy does not have an anchor well.

The rig is by Masts Spars, a three spreader plus jumper arrangement held aloft by stainless rod and Riggarna rigging screws.

Summary

Elliott's move to produce both a "sports" and "sedan" version of the same 12m design is a smart move. Those who put racing above all other vital functions of life will love the Sassy model while those who adore speed but are equally enamoured by comfortable, easy living will tend toward the Terminator.

While some will argue that the new 12m yachts are far too handsome to be an Elliott design, most will applaud this latest development from his drafting board.

These are superb yachts, very pretty and very fast.



The vitals

LOA	12m (39ft 4ins)
LWL	11.2m (36ft 9ins)
Beam	4.1m (13ft 5ins)
Draft	2.45m (8ft)
Displacement.....	5450 kgs (12,000 lbs)
Designer.....	Elliott Boat Design
Builder (Sassy)	Cooksons/Geary & Sherson
Builder (Terminator)	Brin Wilson
Rig (Sassy).....	Masts & Spars
Rig (Terminator)	Matrix
Sails (Sassy)	Norths
Sails (Terminator).....	Hoods
Winches	Barient
Sailing instruments (Sassy)	Ockham
Sailing instruments (Terminator)	Autohelm
Engine (Sassy)	Yanmar 3GM 27hp saildrive
Engine (Terminator)	Yanmar 35hp
Paint system	Awlcraft