

Elliott 935 — a glimpse of pure Sports

BOAT
TEST



The Elliott 935 Sports is creating so much interest in Japanese waters that the yachts don't hang around in New Zealand very long after production. The intrepid *Boating* test team, however, managed to get its hands on the seventh boat from the moulds at Elliott Marine's Glenfield factory before it headed north.



Looking aft, the Elliott has a very simple yet practical interior. The teak and holly floor is a nice touch.



Easily sailed by a small crew, the Elliott 935 is not a physically demanding boat.



The full bow of the Elliott design pops out of the water quickly, encouraging the boat to plane.



The galley unit is small but has enough of everything to make life comfortable.

The Elliott 935 is touted as a strict one design class boat, with all of its major components female moulded in E-glass and divynycell. This attention to the one design philosophy is also reflected in the deck layout and finish of the boats. It is a little like the "Henry Ford" system of production lines, but in this case there is the luxury of a range of gelcoat colours.

The same scheme is followed through into the interior, with the squabs colour coordinated with the exterior. Even the fibreglass laminate tiller is the same gelcoat colour as the hull.

Meeting with the Elliott Marine team at Auckland's Westhaven Marina, we hop straight below to look at the interior while waiting for the breeze to fill in (and designer Greg Elliott to arrive with the new number one genoa).

Going down the stainless steps we have a pleasant surprise — the fully-moulded interior gives the Elliott 935 a very practical yet not too "plastic"-feeling interior. This is partly due to the choice of colours on the squabs and the teak and holly flooring breaking up all the off-white gelcoat.

The galley on the main bulkhead is a

real eye-catcher. It has a Tudor two-burner gas cooker fitted athwartships, while on the main bulkhead is the primary working area and the deep sink. The entire galley module has a sturdy stainless steel guard rail around it to stop things jumping off.

Under the sink is the seacock for the water inlet. Water to the sink is provided via a manual piston-type pump.

The main saloon seats run from the main bulkhead to well aft under the cockpit, making them long enough for two people to sleep either side. The seats in the saloon area have squabs velcroed in place against the fibreglass moulded backrests. These have a series of small light gear lockers, with a small shelf on top. The port side has a BEP main switchpanel, with the engine and battery controls at the aft end

of the shelf.

Under the companionway steps is the engine box, which in true IMS fashion doubles as the table. Its placement under the cockpit makes it a little less than practical for hosting dinner parties but it is quite functional as a chart table for racing enthusiasts (the ones who still use charts, that is). Around the edge of the table is a sturdy stainless steel grabrail, which matches the rest of the stainless ware from Rondel Stainless throughout the rest of the interior.

The engine box is a moulded fibreglass unit with the exhaust water-trap fitted behind it. Further aft, the hull has been left fairly bare, but not stark. This keeps the weight to a minimum and, as a result of the interior finish of the inner hull laminate, doesn't look



The engine box top creates the table — suitable for the IMS rule but not for hosting dinner parties.



This very handy locker has a door that opens for'ard and sits flush against the hull.

too bad.

One item of particular note we spy while looking under the cockpit floor is a fibreglass "thing" protruding down from the cockpit floor immediately for'ard of the rudder post. This bears a remarkable resemblance to the lower half of a plastic rubbish bin and, on closer investigation, this impression proves remarkably accurate. A mould was taken from the bottom half of a plastic rubbish bin and set into the cockpit floor as a draining locker —

The most important sail controls (and a locker for refreshments) are nice and handy to the helmsman.

quite a clever use for otherwise wasted space. This locker is rumoured to hold around two dozen cans of beer and plenty of ice.

Around the front of the main bulkhead to port is the toilet compartment, another moulded fibreglass unit. This has a PAR manual toilet in it, and a small hand basin is incorporated into the moulding, which has a manual tap for water. The floor in the toilet has a small section of teak and holly timber flooring to help minimise the sterile plastic look.

Opposite the toilet is a rather large locker for sheets and other sailing equipment. The door is cut in such a way that when it is opened it hinges for'ard against the hull.

Further for'ard again the bow is basically empty, with the exception of the optional pipe berth to port.

Looking from the bow right through to the transom we find the general feel of the Elliott 935's interior quite pleasing. The fully moulded interior will be easy to keep clean, and is not too stark. The white gelcoat is nicely set off by the teak and holly flooring throughout and, with the hard wearing colour-coordinated vinyl squabs, we can't help but admire the practicality of it all.

Japan bound

With the Elliott 935 due to be shrink-wrapped and put on a ship for Japan in the next day or so, we decide to face the light southerly now rather





The Elliott would be a rapid performer reaching in a bit more breeze, and in the light southerly we easily sit on 7 knots.

than wait for more to fill in. Elliott arrives with the new genoa and we decide to do all of the photographs prior to jumping aboard for the test sail.

Motoring out of Westhaven, the Elliott 935 slips through the water very cleanly. It looks a little smaller than its 9.35m overall length as a result of its colour scheme and lack of hull graphics, but it is a very smart looking yacht nonetheless.

Designer Elliott was earlier boasting about the boat's manoeuvrability and, as usual, we take all these "unbiased" comments with the proverbial grain of salt — that is, until we see the E935 very suddenly execute the sharpest U-turn we have seen for quite some time. Puzzled by the reason for this impressive display of tight turning we head closer in the camera boat to find one of the crew hanging over the bow pulling the new genoa out of the water.

Elliott does a few more spins for our

benefit and it is interesting to see the boat literally spinning around its keel. The crewman on the bow wrestling with the wet genoa, and obviously unfamiliar with the boat's tight turns, winds up falling over on the foredeck and uttering some (unprintable) nautical words of surprise.

Sailing in the 5-8 knot sou'westerly the Elliott 935 slips through the water very cleanly, the smooth water astern not giving away the fact the boat is sailing at around 6 knots. The boat heels to around 10 degrees very quickly and stays at that angle through a wide variation of windspeeds.

Sailing the Elliott upwind the boat tracks very high, wanting to climb and showing no bad habits. The boat is very quick to respond to the helm (as we saw earlier on) and on a start line this cornering ability would make the Elliott 935 an outstanding performer.

Casting our eye over the rest of the

deck we find the cockpit shape follows the now-"traditional" shape, with the aft end kept very clean. There are footrests for both the helmsman and the trimmer.

The mainsheet is a fine and fast tackle system, the fast trim emerging from the cockpit floor-mounted pedestal ratchet block. This is set just behind a low profile Lewmar traveller. To the helmsman's for'ardmost hand are the controls for the topmast backstay, mainsheet traveller and the fine trim for the mainsail.

There is room between the three cleats and the primary winch for the trimmer to sit. At this position the fore and aft barberhauler controls for genoa sheeting are to hand on the coaming for'ard of the winch. The genoa sheet comes from the car to an Antal foot block with built-in cleat to make changing from genoa to spinnaker an easy job.

On the aft end of the cabintop is a pair of self-tailing Lewmar winches for dealing with the halyards and other sail controls.

The vang is split and runs either side of the companionway, enabling the crew to release it while still sitting on the side deck. Between these is a bank of Lewmar rope clutches with a series of sheaves behind them to allow either cabintop winch to be used.

The rig, from Mast and Spar Services, is a very simple set-up with twin swept spreaders and a permanent topmast backstay — running backstays are noticeable by their absence.

A large Lewmar for'ard hatch makes sail handling into the forepeak easy.

The cabintop is relatively low on the Elliott 935, again reflecting its racing orientation. This makes for excellent visibility when sailing, but would offer

little protection in more exposed conditions.

The Elliott 935 is a pure sports boat that is aimed at the "flat out" racer market. As Elliott quite rightly says: "most boats get raced quite hard by their owners and rarely, if ever, get used for cruising. Our research has shown that most boats get cruised in for only a week or so each year, so on that basis we have produced a boat that meets the requirements of the 'average' boatie."

With the success this design has already exhibited in one of the most competitive markets in the world, the Elliott 935 Sports is sure to become a popular one design racer.



The rig is generous and provides ample horsepower in light airs.



The Elliott 935 is a delight to sail upwind, and very positive to steer.

The vitals

LOA	9.35m (30ft 7ins)
LWL	8.5m (27ft 9ins)
Beam	3.35m (11ft)
Draft	1.8m (6ft)
Displacement.....	2500kgs (5500lbs)
Ballast.....	1200kg (2640lbs)
Designer.....	Greg Elliott
Builder	Elliott Marine
Engine	Yanmar 2GM 20hp Saildrive
Spars	Mast & Spar Services
Sails.....	North Sails
Instruments	Autohelm
Deckgear	Lewmar
Winches	Lewmar
Upholstery.....	Ocean Covers
Stainless ware	Randel Stainless