

No problem...



Classic Elliott looks . . . plumb bow and clean lines.



Enjoying a spinnaker ride on No Problem.

By PHILIP MACALISTER

No Problem, an Elliott 7.4 trailer yacht, lives up to her name.

She is zappy, practical and no problem to sail.

Noel and Glennis Hahn are delighted with their new yacht and are happy to be sailing after spending a year fitting her out.

The Hahns had many of their own ideas to put into the boat and wanted to use as much space as possible.

"I'm a wee bit fussy," said Noel Hahn. It shows in the detail of the interior finish.

All the wooden interior fittings are made from teak including the louvre doors. Hahn built them all himself and has done an excellent job.

Four features the Hahns were adamant about when looking to replace their Ventura 20, besides being affordable, were a boat that was fast, pointed well, had plenty of headroom and could accommodate a fridge.

"It is like going from an Austin 7 to a Rolls Royce," says Noel Hahn.

The Elliott 7.4 is the second trailerable design from Greg Elliott following his successful 5.9. The new boat has more accommodation and is based on the same low-ratio sailplan/heavy external ballast formula.

She has the Elliott look about her — a plumb bow for maximum waterline length and clean fair lines.

The hull is easily driven and quick to accelerate. The 440kg winged keel makes her stiff upwind.

The evening I sailed No Problem was perfect with a 10- to 12-knot north-westerly blowing down Auckland Harbour.

With each new gust, the $\frac{1}{2}$ oz chute would drive the boat effortlessly through the water. Control was never a problem, even when heated up and sailing fairly tight.

The standard rudder supplied with the

TRAILER YACHT OF THE MONTH



Comfortable and practical to sail — the crew sit outside the cockpit coaming.

boat, to meet class association rules, is deep and lightweight. It fits into a sleeve fixed on the transom and can be half raised for sailing in shallow water.

The keel is raised and lowered by an En-erpac hydraulic jack which is permanently stored in a cockpit coaming locker.

No Problem is very simple to sail, making her ideal for either the inexperienced or fun to race double-handed.

The helmsman or crew sit on the out-

board side of the cockpit coaming, knowing they are quite secure and are not going to fly across the boat when the big gusts hit.

All the controls are close at hand with sheets and halyards leading back to the cockpit. The layout is logical and manageable.

The side decks are wide and Hahn had no trouble running about setting up chutes or dowsing them.

All the deck gear is top quality. Barient

winches service the halyards and sheets.

The mainsheet is set up on a Ronstan system using ratchet blocks and cam cleats.

Six Easylock jammers hold on to the halyards and reefing lines.

No Problem's sail wardrobe, built by Rick Royden, consists of a main, No.1 and 2 jibs plus an all-purpose $\frac{3}{4}$ oz spinnaker.

The Hahn's were so keen on ensuring the spinnaker had the right colours, Royden sent them a sailplan with all the panels

marked in so they could colour it in and return it.

The result is a wonderful red, green and yellow chute.

A large roached mainsail with two full-length battens in the top drives the 7.4 with a small, easy-to-tack jib.

The durable rig has sweptback spreaders and is tapered so the main is effectively depowered when the wind picks up and there is more fall-off at the top.

A 9.9hp Suzuki Sail outboard drives No Problem along at 5-6 knots.

"It is surprising how much ground you can cover," said Hahn.

The feature which sold the Hahns on the Suzuki outboard is the built-in regulator which charges the batteries while motoring.

Hahn said that, at 36.5kg, it is a little heavier than other makes and models, but the added feature plus an electric start make it worthwhile.

Because the Hahns hope to do quite a bit of cruising, they wanted a fridge for the luxury of an ice-cold beer on a hot day.

Hahn built a portable electric icebox/fridge that fits neatly under the cockpit floor behind the companionway steps.

Being able to charge the batteries while motoring ensures ample power to keep everything cold.

Although the boat has been in the water for only a couple of months, the Hahns have already done a trip to Great Barrier. They found all their needs and expectations were met with the 7.4.

A small inflatable dinghy could be lashed on to the foredeck and the huge cockpit lockers could easily take care of the outboard motor and other cruising equipment.

Down below No Problem has plenty of space for a yacht of this size.

The galley is to port of the centrecase. Behind the two-burner Mariner Prince stove and grill is storage for all sorts of cutlery and crockery.

Before building the storage, Hahn bought the utensils and built the cupboard around them.

Running at right angles to the stove is a sink and trash-holder with a two-piece kauri chopping board for bench space.

Beneath the sink and stove is more storage and a foot pump for fresh water.

The centrecase effectively isolates the galley from the living area.

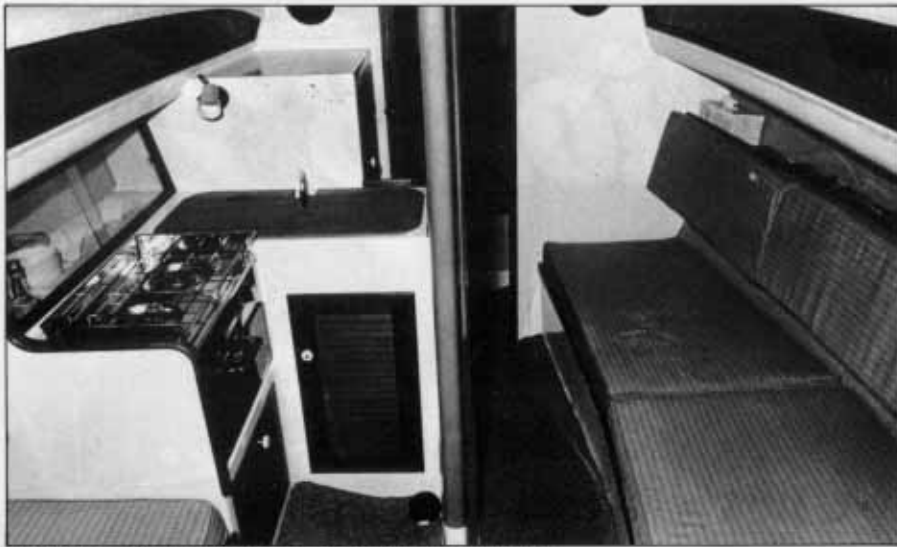
No Problem can sleep five — two in the fore cabin and the rest on settee berths in the main cabin.

Under the settee is still more storage and the boat's batteries.

Ahead of the galley is a hanging locker with custom-built Hahn shelving inside.

The electrical control panel and stereo, which has speakers on deck, are all aft on the starboard side alongside a Belcom VHF.

In the forecabin are also water bladders with 20-gallon capacity and a Brydon Boy head. They are fitted in such a way as to be out of sight and give the impression the boat is more voluminous than one would imagine.



No Problem's galley tucked to port of the centre case.

On board are two Silva 700 compasses mounted in the cockpit bulkhead alongside Midas instruments which give boatspeed, log and depth.

The Hahns bought No Problem at what is called Stage One which comprises hull, decks, interior mouldings, keel and rudder.

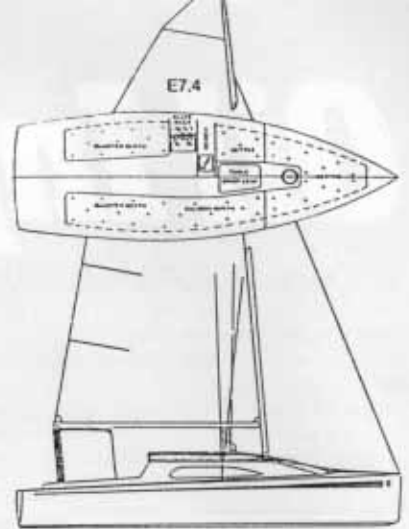
All Elliott 7.4s come at this stage or further advanced so they meet class association rules. About 20 are in the water and many race regularly.

The Hahns, as well as cruising, hope to do a lot of fleet racing.

While fitting out No Problem, Noel Hahn wanted the boat to meet Category III standards so he could sail some longer races.

One of the features is a full-length teak toerail which adds more class to No Problem's looks.

She is a well-appointed boat and, as Glennis Hahn says, "a lot of tender loving care has gone into her." ●



NO PROBLEM

LOA	7.4m
LWL	6.6m
Beam	2.45m
Draft	1.65m
Displacement	1200kg
Auxiliary	Suzuki DT 9.9 Sail Electric start, 36.5kg, 211cc, oil injection, 10x6½ prop
Designer	Greg Elliott
Owners	Noel and Glennis Hahn