

Putting back the fun without the cost

PUTTING THE FUN, the speed, back into the weekend sailing. That was the aim and vision of Pittwater yacht designer Joe Adams when he drew the lines of a 10 metre missile-like sailing machine several years back.

The Adams 10 demonstrated sailing could be a lot more fun and a lot faster if you did away with fancy and roomy interiors.

The Adams 10 was fast and relatively inexpensive by being a stock fibreglass one-design, but Adams realised that it was just out of the financial reach of the average small yacht buyer.

He then drew a stock fibreglass 8-metre, small sister to the 10, which he says is for the "little guys to play at line honors in their home fleet and scare the hell out of the owners of 36-footers."

Unlike the 10, the 8 metre is designed to appeal more to popular consumption, having a cabin top and basic interior accommodation.

Like the 10, the 8 is aimed fairly and squarely at low cost sailing for high return in speed and excitement. This is achieved by making the boat one-design from the outset, with the number of sails, winches, crew and items of deck gear all defined in class rules.

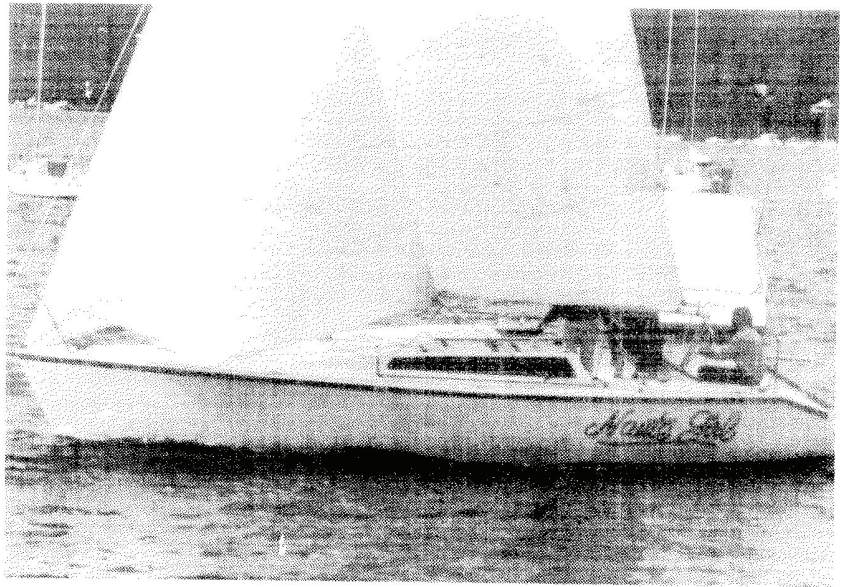
The immediate appeal of the Adams 8 is its get-up-and-go feel. It has more sail power than most similar new breed one-designs.

The Adams 8 is designed to be a real "go boat" in 10 knots and less. With the right sail trim and handling it can be fast in all conditions.

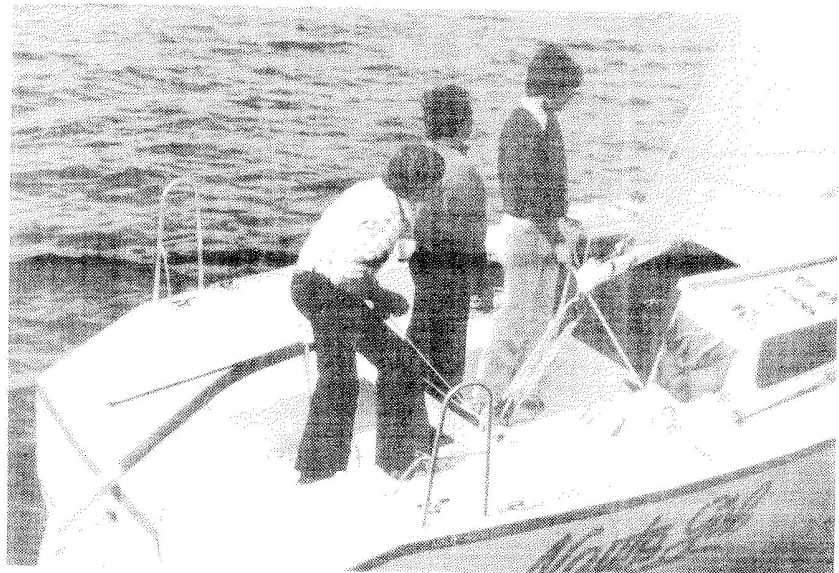
She is designed to suit the flat water and often inconsistent breezes of places like Sydney's Pittwater and Sydney harbor and so is slimmer, finer and a bigger sail carrier than her closest competitor, the Perth-designed S80.

For the test conditions were tailor-made for the Adams 8 — Pittwater in a 10 to 15 knot sea breeze with flukey patches in and around the headlands. In these conditions the Adams felt alive and was a pleasure to sail.

The Adams 8 would be ideal for close-encounter fleet racing where you need



The Adams 8 is designed to be a real "go boat" — and in the right conditions, she does just that!



plenty of sail power to break out of the pack into clear air.

There is something of the old-fashion-

ed metre boat in the 8 metre which isn't surprising since Adams is a great admirer of the old metre boats.

TEST: Adams 8 metre

She is fast and you are very aware of the speed due to your closeness to the water.

The test boat, first off the line, was NAUTE GIRL and for her size she certainly felt faster than any metre boat I'd sailed, including modern derivatives like the Etchells.

She may be slim but her sections are almost box-like with very flat bottom and dinghy-like deep fin keel and deep rudder blade hung on the transom without any leading skeg.

NAUTE GIRL (owned by the builders Naut Yachts of Mona Vale in Sydney), reflected the concept that Adams wants to push in a class association.

Apart from the addition of cushions for the four bunks, the standard sail package of five sails and the addition of a pulpit and pushpit at the stern, NAUTE GIRL was a Stage 2 boat costing \$13,460. In all, cost of the test boat was around \$16,000 — price is approximate because owners choose their own sail-maker.

As an off-the-peg boat the Adams 8 has worked out a bit more expensive than originally envisaged. All the same, owners can save money by buying the boat at Stage 1 for \$8063, which in-

cludes the hull and deck and the basic interior moulding.

A do-it-yourself owner could shave the total cost of the finished boat to about \$14,000, allowing \$1600 to \$2000 for a set of five sails.

The class rules will insist all boats be factory built to Stage 1 or more, and that they meet the class minimum weight of 3400lb, but owners will be allowed to buy their own brand of sails, spars, winches and deck fitting as long as they conform to the rigid sail and deck plan.

The Adams 8 has just about every sail "twitching" control you could want.

Apart from the basic controls such as headsail sheets, mainsheet, traveller and boom vang, NAUTE GIRL had, in reach of the cockpit, main halyard, two headsail halyards, spinnaker halyard, spinnaker pole lift and kicker, cunningham, mainsail outhaul, two reefing lines for the jiffy reefing in the mainsail and the boom vang — all on top of the coach-house.

On the side decks, headsail sheets were led via turning blocks, and there were spinnaker sheets and twerker lines which pulled the spinnaker sheets down to a point just aft of the main shrouds.

A buyer gets halyards with the mast in Stage 2 but owners have to supply

sheets and rope although all blocks are there for the mainsheet and the vang.

On deck the boat looks like an advertisement for color-coded ropes. At first it is a bit confusing knowing which string to pull when the skipper calls for a spinnaker.

However, it is not hard to get into the swing of things on the Adams 8 — you just pull on bits of line until something happens. When I got back aboard after taking photos I pulled a few strings and, presto got the spinnaker set first go — I think the idea was to drop the spinnaker but up it went again and we took off fast down Pittwater for the mooring at Church Point.

Off the wind as well as on, the Adams 8 was lively. The way she accelerated under tri-radial spinnaker I think she would have no trouble planing on strong days.

With three-quarter sloop rig the spinnaker and headsails are not large and doing a spinnaker "hoist" or "drop" is no hassle. The spinnaker goes up behind the mainsail and doesn't fill until you sheet on.

Displacing only 3500lb, the boat feels light on the helm for almost 25 feet of waterline length, and there is not the weight in the sail controls as there is in

YACHTMASTS OF AUSTRALIA

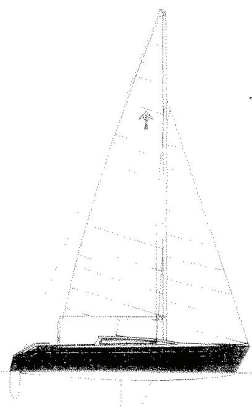
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We can do the same for your yacht

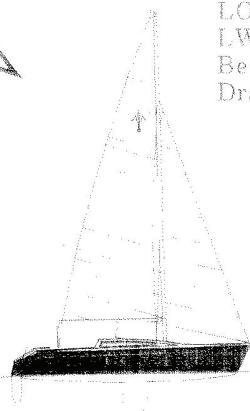
Contact

**YACHTMASTS
OF
AUSTRALIA**

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Phone (02) 546 4502



LOA: 26'6"
LWL: 24'9"
Beam: 8'0"
Draft 4'10"



The exciting one design for harbor or offshore. Already winning races convincingly.

Airex Foam construction.
Fully moulded interior.

BUILT BY NAUT YACHTS FOR

ADAMS YACHT DESIGN

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ADAMS CHOOSES AIREX!

The Adams 8 metre yacht is designed and built in Airex Foam Sandwich Construction (AFSC). This method of construction is available to all boatbuilders, amateur or professional.

WHY AIREX?

AIREX foam in fibreglass is a combination having the most desirable properties of boatbuilding materials. Consider these features:

STRENGTH AND SAFETY

Airex-cored hulls are far stronger, more puncture-proof and impact resistant than single skin fibreglass of the same weight. Not only this, but foam sandwich is self-buoyant, i.e., unsinkable.

INSULATION The closed cell Airex core means that AFSC boats are quiet and condensation free. Comfort is a built in extra.

CONVENIENCE IN CONSTRUCTION

Boats can be built in foam sandwich either as one-offs or in production moulds: by professionals or amateurs.

LOW MAINTENANCE AFSC has all the low maintenance advantages of fibreglass. In addition, the core will not deteriorate or absorb water.

The Adams 8 metre is another of a line of great boats, Airex boats ... your next boat, no matter what design, can be built with Airex.



For more information contact

Plastral Trading Co Pty Ltd,
51-63 Euston Rd Alexandria NSW 2015
(02) 519 8681
163 St George's Rd Northcote Vic 3070
(03) 481 1166

TEST: Adams 8 metre

most yachts of the same performance.

Upwind the 8 metre points impressively even with her overlapping genoa. We had the company of an Etchells upwind and seemed to match the Etchells for speed and pointing. The Adams 8 has beaten Etchells around a harbor course and bested offshore racing keelers up to 40 feet boat for boat.

At the time of the test it was early days for the tuning of the boat.

Headsails on the test boat had just been recut to overcome measurements that were a bit out, so NAUTE GIRL had not been raced. However, the second and third boats in the water were notching impressive performances beating one tonners home for line honors in short mid-week races and proving surprisingly quick in winds over 20 knots.

According to Adams, dinghy sailors will adapt quickly to how the bendy mast works and to playing the full-width cockpit traveller for best results upwind.

I found that you had to work the traveller to balance the helm. It wasn't hard for the helmsman to do this with the 3:1 purchase, but the under-sized jam cleats didn't hold and so you had to keep the lines in your hand.

One of the best aspects of the 8 metre is the way the helm does not load up as the boat heels. There is no bulging mid-body to make the hull grip when it heels and the lean hull flips onto a new tack with a surprising ease that makes you want to get into tacking matches with the fat opposition.

Upwind the boat needs crew weight on the side deck outboard of the cockpit since the boat is designed to have crew weight aft and not amidships.

While the hull seemed overly sensitive to crew weight on the foredeck, it makes life easier for the crew if they can sit aft and cross the boat at the cockpit during tacking duels.

The cockpit is large with bench seating slightly recessed below deck level and with enough side decks to sit outboard. There is a stern drain sump with two large plastic drain tubes to the transom.

The mainsheet traveller is just in front of the helmsman and consists of a Fico I-beam mounted on a fibreglass moulding. The cabin is low and doesn't have a poptop since Adams reasons that good sitting headroom is sufficient for this style of boat.

Non-skid patterns are provided in key deck areas and in the cockpit, but I missed the liferails for handgrips when going forward.

The deck is kept clean and cockpit

lockers, anchor hatches and handrails are left off.

Mast on the test boat was a Yacht-mast of Australia SC section with taper above the jibhead and a single set of swept-back spreaders so you didn't need runners or a "baby" inner forestay to support the mast. A backstay ran to a 4:1 rope tackle which gave quick and effective adjustment on mast bend.

A feature I particularly liked was the fabricated metal collar around the mast to take turning blocks for the halyards. This saved the weight of reinforcing turning block mounts on the cabin top itself.

As standard at Stage 2 Naut Yachts are supplying the Adams 8 with four No. 6 halyard winches and two No. 16 sheet winches.

The sails allowed under class rules are main with two reefs, 150 per cent genoa, small jib and big jib with no overlap and an IOR-styled spinnaker.

Accommodation below consists of two quarter berths, two settee berths with backrests on the hull skin and a galley unit forward around the mast.

The galley has provision for a two-burner stove and is equipped with a sink and cupboards. A chemical toilet goes under a bench in the forepeak, which looks like a mini forward double berth although it really is only big enough for sail stowage.

Construction of the hull and deck is fibreglass with Airex core to give a light but stiff moulding. The hull has an inward facing flange that matches the deck mould and the two are joined with waterproof compound and then glass taped.

The fin keel is a solid lead casting attached by eight large bolts. The mast is mounted on a metal casting.

The interior is finished in flowcoat and there is a small amount of timber trim plus varnished timber flooring the length of the saloon giving access to the bilge.

The interior is not fancy but it is pleasant and roomy enough if the crew want to pop below after the race for a few cans.

SPECIFICATIONS ADAMS 8 METRE

LOA 8.077m (26ft 6in)
LWL 7.55m (24ft 9in)
Beam 2.43m (8ft)
Draft 1.47m (4ft 10in)
Displ 1542kg (3400lb)
Sail Area 32.79sq.m (353sq.ft)
Basic Mouldings \$8063
Sailaway ... \$16,000 approx.

Endeavour 26

Designer: Endeavour Yachts.

Builder: Endeavour Yachts, Sydney, NSW.

The Endeavour 26 has been around since 1969 and with 10 now sailing throughout Australia, it is one of the best-known boats around.

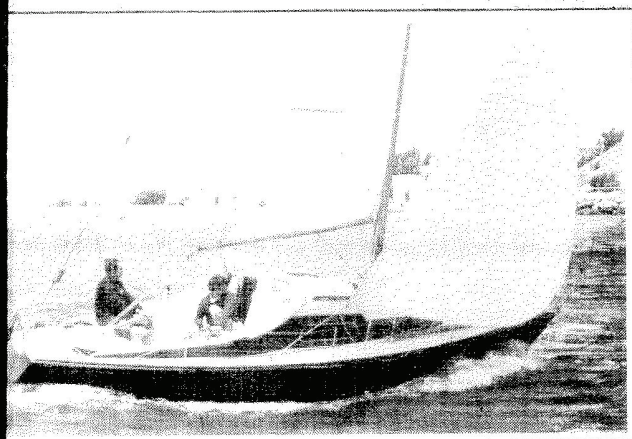
The Endeavour 26 used to be a top performer on the JOG circuit until the rule variation favored the lighter displacement boats.

A medium to heavy displacement boat, the Endeavour 26 weighs about 21ft on JOG.

The fibreglass boat is well-balanced and sails well on all points of sail. It is a fairly beamy boat with accommodation for five to six.

The Endeavour 26 also has a strong association and the boats race among themselves as well as in JOG events.

Also, in the Endeavour stable is the medium displacement Endeavour 26



Endeavour 30, designed in 1972 by Graham Tilley. The 30 did rate on IOR half-tonner, but now squeezes into the top end of the JOG rating.

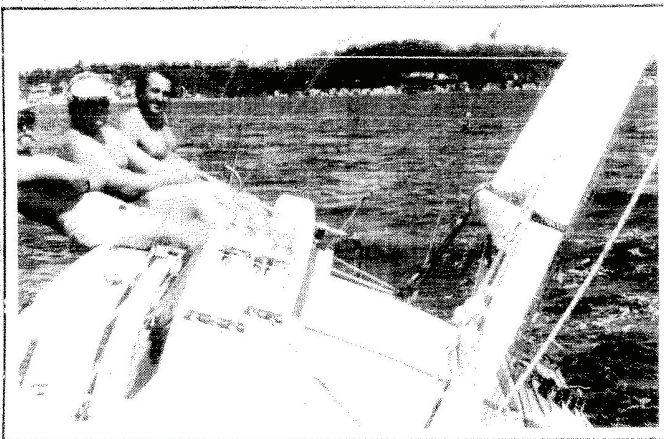
The Endeavour 24 (designed by Len Hedges) is making a comeback into the JOG scene, where it was once a prominent racer. In 1968, this boat was selected to go to England to compete as a JOG.

Also, recently released by Endeavour Yachts is another of the company's designs and builder Reg Gardner says this cruiser/racer should also perform well on the JOG circuit.

SPECIFICATIONS

Endeavour 26

LOA.....	7.9m
LWL.....	6.5m
Beam.....	2.6m
Draft.....	1.32m
Displacement.....	2200kg
Lead ballast.....	907kg



Adams 8

Adams 8

Designer: Joe Adams.

Builders: Endeavour Yachts, Sydney, NSW.

Joe Adams aimed at putting the fun back into sailing and came up with the Adams 8 — a fractionally-rigged 26-footer which has become a popular class racer at Lake Macquarie and is gradually taking off in Sydney.

The boat rates highly — in fact, the highest — on the JOG scale, but its large sail area and its three-quarter rig means the Adams 8 sails almost to its rating in light to moderate winds. In heavy breezes, it does not feature as well in the placings on JOG rating.

Gary Beaton in his Adams 8, UP'N ADAM, rates at 24.4ft and he says he could probably lower by altering the sailplan, spinnaker girth, length of kite pole, etc. However, Beaton has been performing impressively despite the rating handicap and finished sixth overall in the Two-handed series this season.

Compared to the other one-designers around this size, the Adams 8 is slimmer, finer and a bigger sail carrier. In close-encounter racing where you need plenty of sail power to break out of the pack for clear air, the Adams 8 is ideal, even if you have to work hard at keeping her on her feet upwind once the breeze gets up over 15 knots.

Adams calls the design his 'modern metre boat', meaning the narrow, but boxy, sections of the hull have the same high-pointing ability upwind of the old deep wedge-sectioned metre boats but with the bonus of being lighter and flat enough to surf downwind.

The Adams 8 has just about every sail 'twitching' control you could want.

Apart from the basic controls such as headsail sheets, mainsheet, traveller and boomvang, there is in reach of the cockpit, main halyard, two headsail halyards, spinnaker halyard, spinnaker pole lift and kicker, cunningham, mainsail outhaul, two reefing lines for the jiffy reefing in the mainsail and the boomvang — all on top of the coachhouse.

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Displacing only 1588kg, the boat feels light on the helm for almost 7.62m of waterline length.

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