

Magnum

TOP GUN OF THE TRAILERABLES!





Self-tacking headsail for ease of sailing

SELF TACKER

The self tacking headsail makes life comfortable for the crew when racing or cruising as it looks after itself when tacking. The 3/4 rig, with all controls led to the cockpit, makes it convenient for the crew to adjust the sails in varying conditions.

LIGHT & EASY

The hull & deck is made of foam-sandwich, this combination makes a light, fast & strong yacht.

The shoal draft makes the yacht easy to launch & retrieve and the shoal draft is a distinct advantage if you wish to reach those inaccessible idyllic beaches when cruising.

OUTBOARD

By having the outboard motor housed in its own well, further in board eliminates the problem of the propellor lifting out of the water in rough conditions.

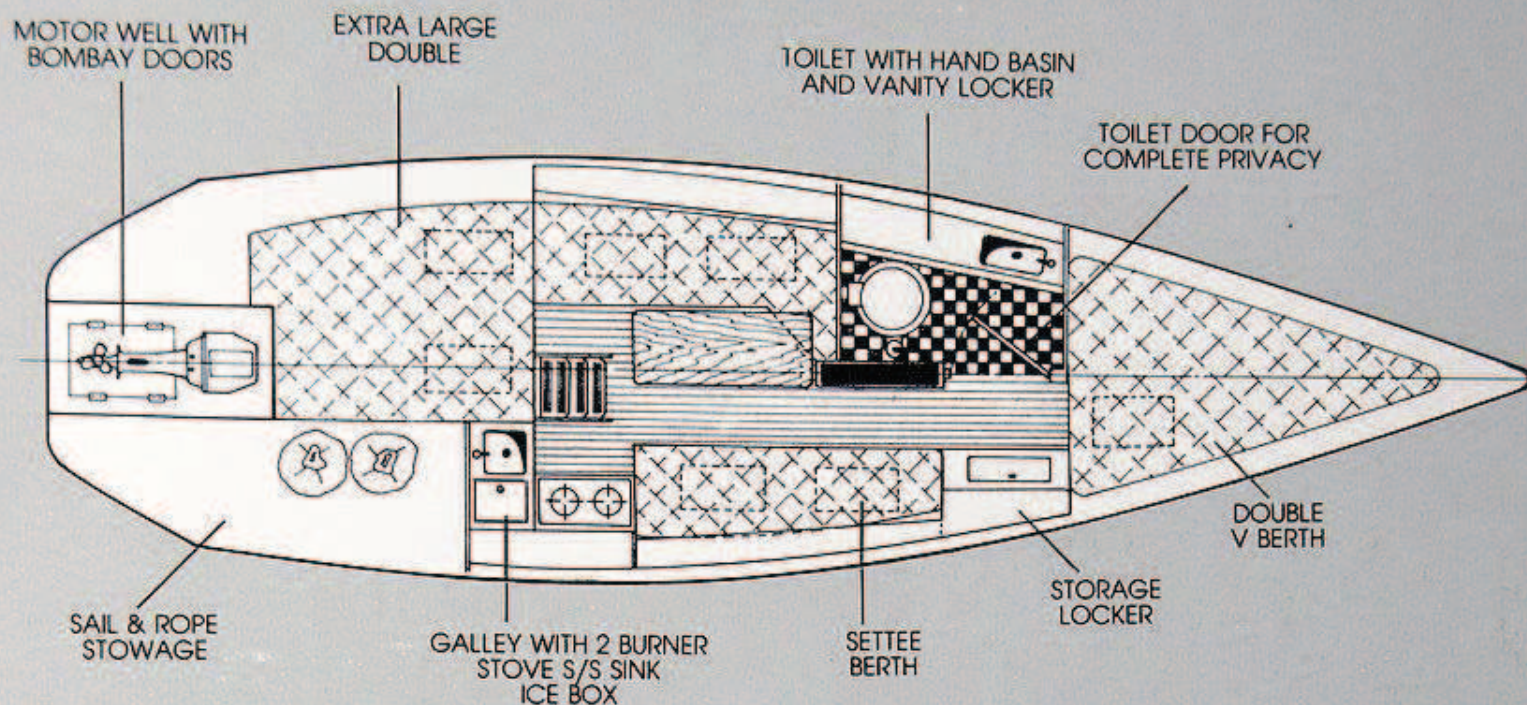
By having remote gear controls in the cockpit and a hatch covering the motor makes it the next best thing to a diesel.



Shoal draft for ease of launching



Outboard motor well with controls & hatch over



Extra large double



Large saloon



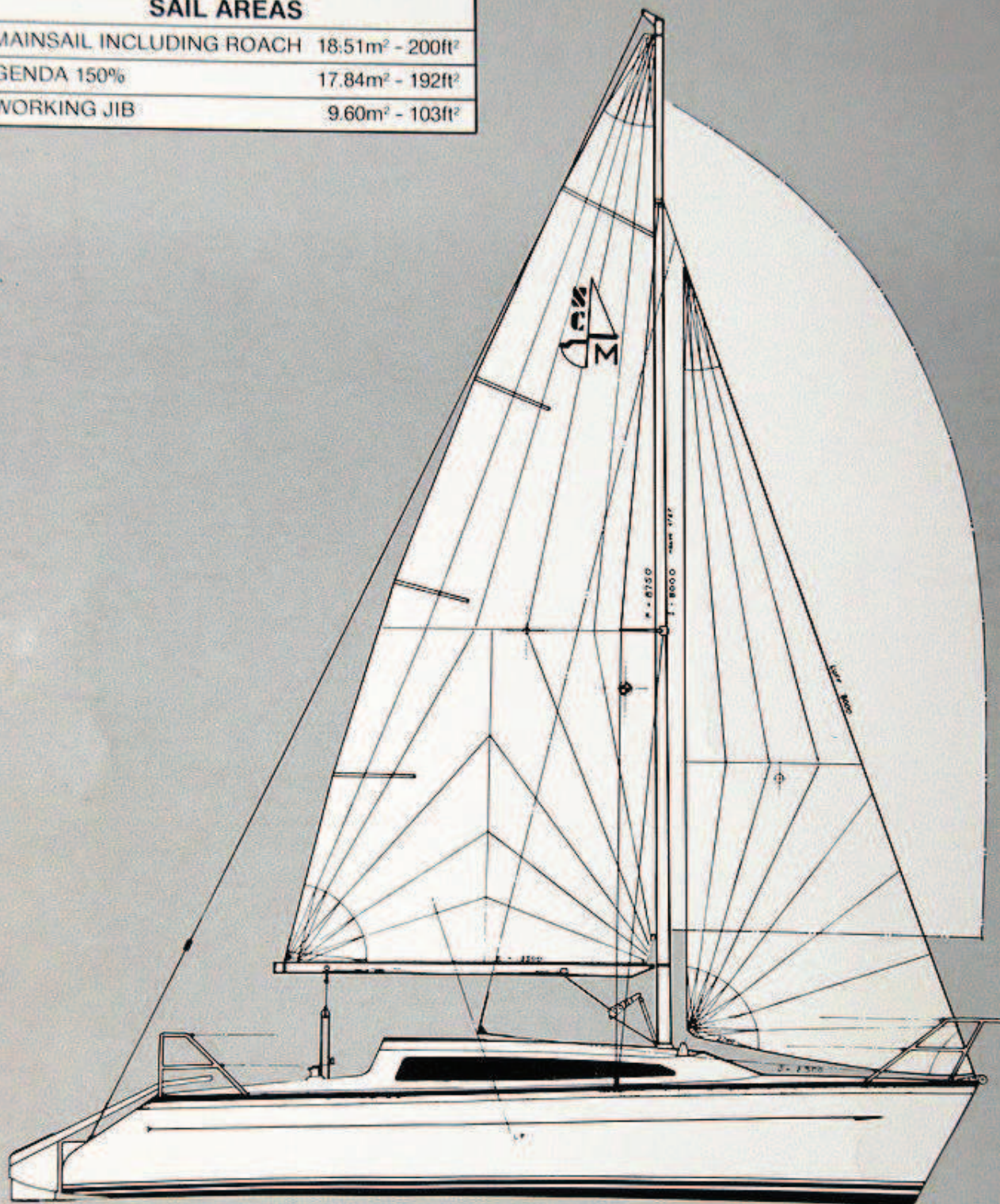
Toilet with vanity

Privacy and comfort were just two of the many features that were designed into the Magnum. The fully enclosed toilet with its own teak door gives complete privacy. A large double bunk with plenty of leg room and comfort for two adults. The Magnum also has a large saloon to enable the whole family to be seated at the table. Good head room throughout, with large sliding hatch compliments the galley which is both practical and compact.

The Magnum was foremost designed as a family boat with good accommodation. Pleasing performance and stylish lines makes the Magnum a boat the whole family can be proud of.

SAIL AREAS

MAINSAIL INCLUDING ROACH	18.51m ² - 200ft ²
GENDA 150%	17.84m ² - 192ft ²
WORKING JIB	9.60m ² - 103ft ²



PRINCIPAL DIMENSIONS

LENGTH OVERALL	8.53 metres
LENGTH WATERLINE	7.55 metres
BEAM OVERALL	2.45 metres
DRAFT BOARD UP	0.26 metres
DRAFT BOARD DOWN	1.50 metres
DISPLACEMENT	1400 kgs
BALLAST	400 kgs
SAIL AREA	36 sq m

Magnum

proudly built by



SOUTH COAST YACHTS
PTY. LTD.

6 Doyle Avenue, Unanderra, N.S.W. 2526
Telephone: (042) 71-7844

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13 Prestige Drive
Clayton South 3169
Tel: 551 7866

A fast, fully fitted yacht you can trail, not a TV with big ideas — that's Magnum 8.5. Story and pics by BARRY TRANTER

WHEN South Coast Yachts asked naval architect Bill Bolland to design a maxi-sized trailer yacht,

they decided to avoid the live honours image and aim instead for a family-sized cruiser/cracker. The success of the formula can be judged by the steepest of statistics — the Magnum 8.5 must rank as the best-selling big TV in the country in 1987.

Another firm decision made by the team was to avoid the home completion syndrome so that, among other bonuses, secondhand prices would be high and stable and the model's image would remain strong. South Coast's Rudy Waukeins reports that a number of buyers on the TV scene have approached the company to build them a bare hull, but that full order books had helped them resist the temptation to do so.

With an overall length of 8.51m, which translates to almost exactly 28 feet, displacement comes in at 1400kg. What this means in terms of towing weight — with the gear in the boat, the motor and the trailer — is another matter, but a number of Magnum owners tow them successfully behind Falcon wagons, although Rudy is quick to point out the illegality of such a rig.

The Magnum's keel is a vertical fin with 400kg of lead ballast inside the fiberglass casing. Advantages are that, with no keel bulb involved, a conventional trailer can be used, and the boat draws only 200mm with the keel inside the case, meaning you should never have to get your feet wet jumping over the bow on to the beach. Disadvantages include the fact that the ballast's centre of gravity is higher than on a bulb keel, so the boat may be a little more tender. But it's hard to quantify any difference in characteristics: it's the sort of thing you can only work out in the course of a racing season.

The keel lift mechanism on the boat we tried — Gary Anderson's Sahara — had an electric pump fitted to the usual hydraulic lifting mechanism. This gave a 10-second lift instead of the usual 100 or so pumps to lift the keel; progress is charted by a small weight sliding in a groove on the aft edge of the keel case, in the cabin and within the view of the skipper, who knows how far the keel is extended at all times. The double hydraulic man locks down; the valve doesn't open unless the pump is operated.

Battery power for a/cicles like the electric keel winch was provided, on Gary's boat, by the 9.8hp shortshaft Yanaba. This is housed beneath the cockpit floor, under a hatch right beneath the helmsman's foot. To rise or lower the motor the helmsman lifts the hatch and pushes or pulls, in the normal tilting fashion. When the

MAGNUM OPUS



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signature is up, the hole in the bottom is closed off by two folding bomb-bay doors, these are spring-loaded in the open position by a couple of hatch springs. To close the doors you pull a lanyard (one to each door) to kink the springs, and the doors close. It's faster to perform than it is to read it here. The result is a nice smooth bottom; always desirable.

Although this may sound fairly complicated, the result is that the Magnum feels like an auxiliary ketch. The motor's charging system keeps the battery happy; once you've performed your motor-down routine,

you hit the electric start, hit the keel switch and you're ready for anything.

Rigging the Magnum is an easy two-person exercise, though on Solara, with full masthead electronic gear, some care has to be taken. A lee-kie, mounted horizontally in the foredeck, fashions the forestay before hooking up the backstay. The rig is an uncomplicated single, angled spreader arrangement. The boom vang is a lever; the mainmast has a short traveller, mounted on the main forestay, immediately outside the companionway but far enough away so you don't automatically kink your

too, wrap the mainmast around your neck or hit your head on the boom fitting.



Comfortable enough for extended cruising and easy to sail, Magnum 8.5 is pleasant and not daunting

Accommodation

One astute observer said of the Magnum's layout: "Two couples can not only sleep in the Magnum, they can also... at the same time." I leave you to guess the rest.

Actually the forepeak is a one-person or two-kid sleeping area so for sleeping, one of the two couples will be end to end rather than side by side. By sacrificing the port-side bunk length you get a fully enclosed headshower which most people would regard as a sound tradeoff. There's a big double berth under the cockpit, a settee berth either side in

the saloon, and a V berth in the forepeak.

The galley is back near the companionway on the starboard side, and includes a stainless steel sink, two-burner stove and icebox. The table folds in half, then stows vertically against the forward bulkhead, a clever and neat arrangement. A prepacked cruise in, say, the Whitsundays — the magnet that draws TV sailors from all over the country as Mecca draws Muslims — would be no problem at all. As we said earlier, this is a fully fitted yacht you can trail, rather than a TV with pretensions.

There's a fibreglass cabin liner overhead, and carpet on the hull sides.

Sailing

What can you learn on a one-day outing? The Magnum handled a shifty north easter well enough upwind, although we didn't have a yardsick. The TVA regulars would have more of an idea than I of the boat's upwind ability.

Downwind, I, an expert that the Magnum has exactly the performance of an Etchells 22, both under spinnaker, though the Etchells has quite an advantage in spinnaker area. I was reluctant to get too shy too early — I've been caught before on unfamiliar boats by being too adventurous too soon — and we came down the bay, staving all the time until the pole was against the forestay.

MAGNUM 8.5

LOA	8.53 m
LWL	7.55 m
Beam overall	2.45 m
Draft	200 mm-1.5 m
Displacement	1400 kg
Ballast	400 kg
Sail areas:	
Main	18.51 m ²
Genoa 150%	17.84 m ²
Prices: Sailaway \$27,441, fully fitted \$34,981. Prices were due to be changed at the time of writing; but changes had not yet been finalised.	
Builder: South Coast Yachts, 6 Doyle Avenue, Uranda, NSW 2506	
GIO insurance premium \$543.07	

and at no time did the tiller demand much attention. You won't frighten the family with this one.

Summary

A pretty, pleasant boat that couldn't fall to engender pride of ownership. TVs of this type are getting close to keelboat finish and behaviour, though they are all still a little more tender upwind, but that is unavoidable. Solara's owner Gary Anderson was happy enough with his previous boat, the South Coast 22, so come back to the same builder when the time came to trade up.

The boat is nicely built (the hull has a Divinycell core) and seems well priced.

