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MARINE**
Queensland's Used Boat Specialists

50
YEARS
1864 - 2014

NORTH WIND YACHTS PTY LTD

PRESENTS THE

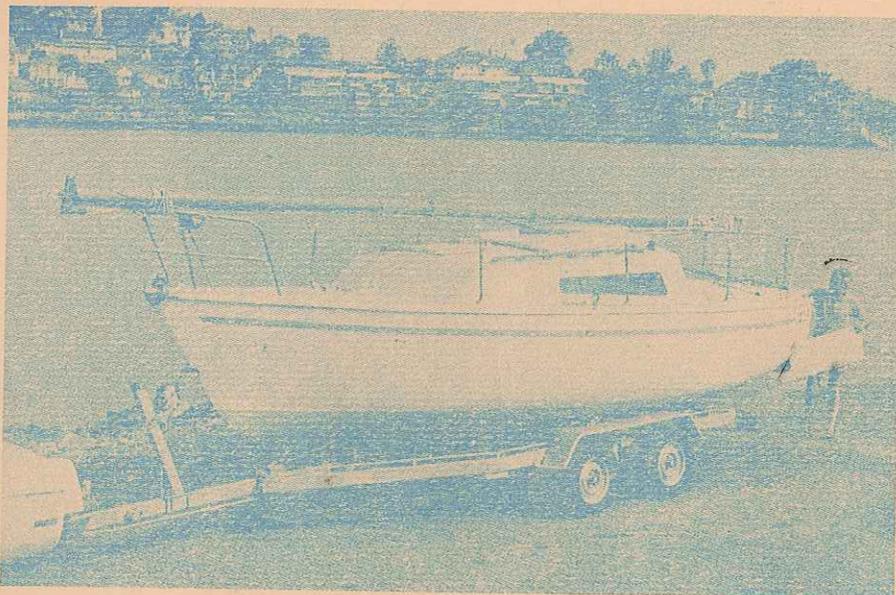
NW 23

TRAILER YACHT



EXPORT BROCHURE

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SAILING BOAT OR DOUBLES AS CARAVAN

NW-23 SWING KEEL

L.O.A. 22' 8" L.W.L. 19' 6" BEAM 8' 0" DRAFT 10" to 5ft. DISPLACEMENT 2100 lbs.
 BALLAST 400 kg SAILS - MAIN 108 sq. ft. JIB 109 sq. ft. /
 NO. 1 GENOA 168 sq. ft. NO. 2 GENOA 140 sq. ft. SPINNAKER 468 sq. ft.
 STORM JIB 40 sq. ft. STORM SPINNAKER 220 sq. ft.

Queensland is the trailer yachtsman's paradise, and Queenslanders know what they want in a trailer yacht by practical experience. North Wind Yachts, the Brisbane based Company, has tapped this experience and now proudly presents the NW 23 for the National market.

The interior layout has been carefully planned to give amazingly spacious and comfortable accommodation for four adults, and if required the dinette folds down to form another large single or small double berth. Ample storage lockers are a feature.

Six foot head room in the dinette/galley area is provided by means of a spring loaded pop top, which can be raised easily whilst sailing or at mooring. An optional curtain can be fitted to keep out wind and rain. The keel is shaped to allow easy access to the dinette and make the internal keel case unobtrusive.

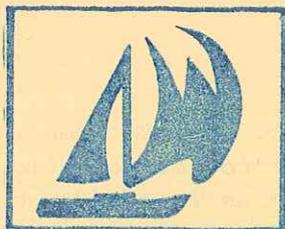
Alternate layouts as shown overleaf enable us to cater for individual customer requirements, whilst a custom made trailer, a mast capable of being raised and lowered by one man, and deck

fittings designed to allow full control of the sails from the cockpit make the NW 23 the ideal husband and wife team cruiser.

Attractive above water lines, a fast hull shape combined with an extensive range of sails and a 400 kg lock down keel gives scintillating performance for the racing man plus proven self righting safety and stability for the cruising enthusiast. A high cockpit locker provides ample room for a five gallon fuel tank for the outboard and heaps of other equipment. Optional 20 gallon fresh water storage under the forward berth adds to the comforts of cruising. (Ask about the shower attachment).

Twelve inch draught with the keel raised allows the NW 23 to be sailed right up to the beach, and the boat becomes an ideal camper when trailering to new waters.

A full range of options makes the NW 23 available from a Basic Yacht right through to the Super Cruising Yacht, and kits enable easy and economical upgrading of a yacht from one stage to the next.



NORTH WIND 7

Scott Kaufman internationally acclaimed Yacht Designer has put together a Sail Boat featuring good accommodation, above average sailing ability and also a Boat which is pleasing to the eye. All of this has been achieved in the form of a Trailer Sailer type Yacht 22'8" x 8'0" bearing the name North Wind 7

First impressions of sailing the boat was how easy she was to steer, no physical effort required at all, the boat will virtually steer itself and is obviously a successful result from a Designer who knows what it is all about.

North Wind Yachts of Brisbane have already produced twenty-nine of these Trailer Sailers and is a good indication of the success this boat will have in the very competitive world of Trailer Sailer design and manufacturing.

Mr. Ian Wilson of North Wind Yachts extended to me an invitation to see these Yachts being built at their factory at New Farm and while doing a tour of these premises one can see the amount of trouble these people go to, to make their craft safe and strong with extra reinforcing around areas in the Hull and Deck which take a tremendous strain during racing conditions and also when the boat is being trailed around on some of our not too smooth highways.

SAIL TEST: Come the time for the boat to be launched and very little effort was required due to the tilt action of the Trailer to get the boat rolling and very little water is required for launching and reeving. The rear wheels of the tandem trailer need only be in the water a few inches to launch and when it was time to put the boat back on the Trailer even less water was required, the electric driven Winch on the front of the Trailer did the job it was designed to do and since putting the boat in and out of the water, often with only two people using the boat, this Trailer Winch combination makes life a lot easier.

Weather conditions were ideal for the test with an Easterly breeze blowing with gusts up to around 15 knots. For the test we used the Mainsail with 109sq.ft. and a No.2. Genoa 140sq.ft. and this rig was

.../2

plenty for the strength of wind. This boat has 900 lb. of Cast Iron in the form of a Drop Keel and gives a reasonable ballast to weight ratio with the total displacement being around 2250 lbs. but as in this, and all other Trailer Sailers in winds over 10 knots the position of crew weight is most important in keeping the boat sailing as flat as possible thus making her sail faster.

Both on wind and off the wind she sails better than average and being so light on the helm makes her a dream to sail. I am sure that a lot of people who will buy this boat will not have sailing performance at the top of their list of priorities but once out on the water sailing in company of other Trailer Sailers the urge to start a little racing and join a Trailer Sailer Boat Club will be inevitable and this boat will be very competitive in this form of racing.

HULL: The Fibreglass Hull is constructed by way of chopped strand, and also hand laid fibreglass, with extra glass in areas of high stress. The Transom having solid timber glassed in to support the loads placed on it by way of the rudder. Areas of the deck use glass and foam construction for rigidity and timber reinforcing is placed under Winches and Cleats. the Yacht has nicely raked bow and then runs down to a Hull which has very little spring at all. A contemporary shape offering fine entry forward running back to a good Beam amidship, with flat sections under water and then running to the transom which still carries a good Beam. The topsides have plenty of freeboard and the cunning use of a White Core line running the length of the Green Hull make for a pretty boat indeed.

COCKPIT: The Cockpit has good wide seats running from a little forward of the Transom to a Bridge Deck area which starts about 15" behind the main companionway. This Bridge Deck takes up a lot of valuable Cockpit area, but the space taken up is used for other purposes. The Main Sheet Traveller is placed at the forward end of the Cockpit and under the Bridge Deck is placed the Winch assembly for lowering and raising the Drop Keel and also the Bilge Pump which drains into the Cockpit. These systems are available for operating the Drop Keel with the electric Winch being popular with hydraulics and also just a hand operated Winch which the test boat had and it worked quite satisfactorily. Also under the Bridge Deck is the very important Ice Box about 15" square by a couple of feet deep.

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The Cockpit has coamings 9" high at the front of the Cockpit running back to about 2" aft. These are practical as well as comfortable and also support the Genoa winches and cleats. Two drain holes run from the rear of the Cockpit floor out to the Transom and are of a sensible size to drain the Cockpit quickly.

INTERIOR: As one enters through the Companionway into the Cabin one is confronted with the large drop keel casing which does take up a lot of interior space. Running aft under each of the Cockpit Seats are two 6ft. Berths which are very wide and where these quarter berths are normally quite cramped on other boats this is not the case here. On the Starboard side of the centre case the Dinette which will seat 16 and this can also be converted to a Double Berth. To port of the centre case is the Galley with stove and an area behind this for Plates etc. There we have the Sink and Hand Pump and next to this the area for the head. Further forward is the comfortable Vee Berth arrangement.

Teak is used a fair amount in the interior of the boat in the way of pin rails used in the storage areas which have been built into the boat and also the doors which cover the storage area under the Galley.

The pop top used on most Trailer Sailers these days must be the greatest thing since Brisbane Bitter. The one on this Boat was very easy to use and offers the advantage of standing head room over the Galley Area, and lets in a lot of daylight and makes the interior cooler also. A curtain to go around the pop top is also available and makes for good protection from rain etc. while spending overnight on board. This arrangement can be left up while cruising. A good sized hatch is also set into the front of the cabin.

RIG: Anodised Comalco spars are used on the boat, the mast supported by cap shrouds and spreaders with lowers running to deck level just aft of the cap shrouds. These shrouds are situated about 7" in from the gunwale and allow the headsails to be sheated in at a close angle to the centre line of the boat for better windward performance. The Mast is also supported by a forstay, an inner for stay which is adjustable and also adjustable back stay. The mast head rig also has a No.1 Genoa of 168sq.ft. Jib 110sq.ft. and also Spinnakers of approx. 200sq.ft. and 480sq.ft. respectively and Lee Sails of Hong Kong were used on the Test Boat and set reasonably well, there is also a Storm Jib of 40sq.ft. available.

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LOCKER SPACE: Good storage is to be found under the forward Vee Berth and also under Dinette seats, as well as under Port Quarter Berth.

Storage is also available under the Starboard seat locker and also another into an area built into the transom. There is also a large area under the Cockpit which is also available for storage. A self draining Anchor locker set into port side of foredeck and being off centre makes for ease of handling.

CONCLUSION: The Test Boat used a 10hp Outboard which was more than adequate and was supported from a reinforced area in the transom to which an outboard bracket was mounted. The Manufacturers suggest a 8hp outboard which would make her very swift under power.

This Boat is also available in Fixed Keel form and also uses same rig as the Swing Keel version.

To sum up the boat, she is fast, safe and has more than adequate sleeping accommodation and is also available in various stages of construction for the handy man who may want to finish the boat off to his own liking.

I realise that the manufacturers have to build a boat to a price to stay in business but there are two things I would like to see in the boat as standard equipment and one is a liner in the interior of the Hull which at present is finished off in Fibreglass and painted white. Other manufacturers are using an inner liner these days, and it is only a matter of time until all of this type of boat will use them. Also a port seat locker which is at present an option (further production boats will have all lockers as standard). As the boat is of a premium importance.

If you have not seen a North Wind 7 around as yet, then it won't be long before you are seeing many of these craft on the water-ways.

NOTE: Manufacturers advise that a Cabin Liner is being developed.

EXTRACT FROM -
"QUEENSLAND HELMSMAN"



NORTH WIND YACHTS PTY. LTD.

17 Dixon Street, NEW FARM. Q. 4005

PHONE: 358 4144

TELEX: AA 40426



Improvements are constantly being made to the NW23 (now known as the NW7) and a few of the recent changes are -

1. Even greater strength is now built into high stress areas
2. The Keel has been redesigned to give more weight where needed, at the bottom, and a less obtrusive Keel Case allowing easier entry to the Dinette.
3. A new Anchor Locker layout gives storage space for a larger Anchor and a vent to the forward Bunk area. The vent can be left open while moored or sailing in calm weather and can be sealed when in heavy weather.
4. Provision is now made for positioning the Outboard Bracket on either side of the Transom and a step is fastened on the Rudder Stock for easy boarding.
5. The Pushpit has been redesigned to give easy Cockpit access over the Stern with the assistance of the Rudder Step, and it now also includes an adjustable Mast carrier so that the Pop Top can be raised when using the Boat as a Caravan.
6. A Bow roller to make Mast rigging a true one-man operation is available for the Pulpit.
7. Attractive new Tinted Glass Windows are now standard.
8. An Aluminium 18gal. Water Tank has been designed to fit under the Furniture on the Starboard side so that drinking water need no longer be tainted by Rubber Tanks.

To cover costs of these improvements and because of increased price of fittings and materials, our latest price list is overleaf.

Although we have included the price of the Basic Mouldings as a guide, it is stressed that this is not a suitable stage for transport over any distance and is not recommended as an economical stage. Best value for the "do it yourself" handyman is the Stage 2 lockup which is best for transport and also covers more of the difficult fitting work.

PRICE LIST FOR NW 7 SWING KEEL YACHT:

1st September, 1977

STAGE I - BASIC MOULDINGS: (To latest High Strength Specifications)

Hull, Deck, Furniture, Hatches, Large Cockpit Lockers, Doors, Table and Anchor Locker Mouldings are supplied. Furniture Mould bonded to Hull Mould. Keel and Hand Winch fitted. All other Mouldings supplied loose, and Deck bonded to Hull. (Cabin Liner is an optional extra). Towing U Bolt with Anchor attachment is fitted, and Keel Inspection Port.

\$4618

STAGE II - LOCK-UP:

Starting with the Basic Mouldings as above, the Hull and Deck are protected internally with Flocoat or with optional liners (See Options List). The Stem and Anchor Roller, Toe Rails specially moulded to suit the NW7, Windows in either metal frame or tinted perspex are all supplied and fitted. Specially fabricated metal Cap Supports are bonded to Deck and Hull and eyebolts for standing rigging are fitted. This stage also includes the supply and fitting of Chain Plates, Aluminium Transom capping, Compressions Post, Bridge Support, Rear Locker Doors, Pop Top with sliding Hatch, and Lock Downs, Forward Hatch and Lockdowns and Storm Board with Hasp, Staple and Padlock.

Rudder Stock with Step and Gudgeons, Rudder Blade and Holddown are supplied loose. This new price now also includes the supply and fitting of Cockpit Drains. improved Anchor Roller for Stem fitting

\$2048

\$66

STAGE III - SAILAWAY:

To the Lockup Stage 2 is added Mooring Cleats, Sheet Winches, Genoa Track, Traveller, Mast Base Plate, Innerforestay, Angle Deck Blocks, Boom Vang, Annodised Mast complete with Standing and Running Rigging (no spinnaker) Jiffy Reefing, Boom and grab rails. A Tiller is supplied and the Rudder Assembly is fitted. The Anchor Locker Moulding supplied in Stage I is also fitted

Mainsail and Jib when purchased with an NW 7 is

\$1467	\$8133
408	8541

STAGE IV - CRUISING:

Continued on from Stage III with the supply and fitting of Teak Cabin Trim, Water Storage with Plumbing from Deck Filler to Tank to Galley Pump and Sink Outlet, Bilge Pump & Hose, Fire Extinguisher, 2 Burner Metho Stove, Outboard Bracket, Internal Lighting, Galley Front w/-Sliding Doors, Locker Hatch Covers & Halyard Winches. V Berth Lockers & Dinette Table supplied loose in Stage I are now fitted. Cove and Boot line are added

1415	9956
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Deep foam Bunk Cushions covered with quality fabric are supplied loose for two Double Berths and two single berths. (Vinyl covers can be supplied at a lower price).

530	10,486
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STAGE V - SUPER CRUISING:

Stage 4 is converted to Stage 5 by the supply and fitting of a Pulpit with Mast Roller, a split Pushpit with Mast Bracket, a set of Staunchions & Life Lines, Navigation Lights, Icebox, Carpet on walls, Floor mat, Headliner & Spinnaker Deck Fittings; Cabin Curtain with Track & Slides

1312	11,798
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A Porta Pottie is supplied loose (Tax Exempt)
Other useful items are - Registered Trailer w/-
Electric Winch fitted

121	11,919
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1500	13,419
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STAGE V - SUPER CRUISING (CONT.)

10H.P. Chrysler Outboard w/- 5 Amp. Charger
\$1108 less 10% when purchased with Yacht

Anchor Chain & 100ft. line assembled.

Silva 70pt. Compass fitted

Mariner Speedo fitted

First Years Insurance Premium including
\$100,000 Thirdy Party Indemnity

Add cost of collection from the Factory.

\$ 997	\$14,416
58	14,474
83	14,557
200	14,757
298	15,055

COLOURS: - White is standard and colours are extra cost.

PRICES:- include Sales Tax and Loading Charges at factory. Delivery is made at factory - freight and insurance is Customers responsibility, but will be arranged by Factory at Customer's expense on receipt of written instructions.

PAYMENT:- \$1000 deposit with order - 50% payable on Lay-up of Hull, Balance on completion.

FINANCE:- can be arranged for Approved Customers.

Orders are accepted on the understanding that the Price charged will be that in force at the time of final payment and prices are subject to change without notice up to the time of final payment. Prices are normally reviewed quarterly.

OPTIONS: - Extra for

Cove Line 3" and Boot Line 1"	\$160
Coloured Hull	75
Two Tone Deck	75
Carpet on Cabin Hull sides (if ordered with initial order for Boat - also Anchor Locker must be fitted)	125
Tube Matting on Floor of Cabin	35
Carpet in lieu of Head Liner (if ordered with initial order for boat)	94
Cabin Head Liner Moulding only	61
Cabin Head Liner with Boat initial order - fitted	43
<u>NOTE: THAT DECK FITTINGS MUST BE FITTED BEFORE CABIN LINER IS FITTED</u>	
Electric Keel Winch fitted	300
Spare Keel Wire (Wire can be changed in 20 minutes while Boat is on Trailer or Sandbank)	12
Spinnaker Assy. with Mast Fittings, Pole, Ropes etc.	288
Spinnaker Deck Fittings fitted	42
Radial Head Spinnaker	306
Wire Luff Spinnaker	264
No. 1 Genoa	282
No. 2 Genoa	261
Storm Jib	101
Jib Furler Fitted	105
Boat Cover	132
Sun Awning	82
Trailer with Hand Winch	1200
Electric Trailer Winch	300
Annodised Toe Rails can be dyed Black	24

OPTIONS (CONTD):

Pop Top Curtain with Windows	\$ 145	
Ice Box - Approx. 2 cu.ft. 10"x14"x20"high	79	
18 gallon Aluminium Fresh Water Tank	143	
Mast Boom complete with Standing and Running Rigging (no spinnaker)	696	
Set of 4 Blankets, Dinner Plates, Coupe Bowls and Cups plus one Divided Bowl	100	
Set of 2 Blankets, Dinner Plates, Coupe Bowls and Cups	55	

CONTACT YOUR NEAREST DEALER OR THE FACTORY FOR PRICES OF OTHER OPTIONS AS REQUIRED.

KITS FOR VARIOUS STAGES CAN BE MADE UP TO CUSTOMERS REQUIREMENTS:

DO IT YOURSELF KITS

Basic Mouldings - Stage 1	\$4618	
Add Kit to Lock Up - Stage 2	1200	\$5818
Add Kit to Sailaway - Stage 3	1600	7418
Add Kit to Cruising - Stage 4	1500	8918
Add Kit to Super Cruising (including Porta Pottie)- Stage 5	1200	10,118

EXTRAS NEEDED BEYOND THIS ARE YOUR MANHOURS PLUS SMALL ITEMS SUCH AS STANDARD SCREWS, NUTS, WASHERS, EMERY PAPER ETC.

TO:

DATE:

NORTH WIND YACHTS PTY. LTD.
17 Dixon Street,
NEW FARM. QLD. 4005

Please supply at the earliest opportunity the following
NW 7 Yacht

BASIC MOULDINGS

ADD - STAGE 2

STAGE 3

STAGE 4

STAGE 5

OR

STAGE

ADD - STAGE AND OPTIONS

ADD COLOUR OPTIONS - HULL

DECK

COVE AND BOOT

TOTAL PRICE:

Enclosed is my Deposit with order \$1000. Please send me a Contract
of Sale Form and advise estimated Delivery Date.

NAME

ADDRESS

SIGNATURE:

DEALERS

N.W. YACHT SALES PTY.LTD.

248 Balcombe Road,

MENTONE. MELBOURNE. 3194

PHONE: - Don Van 03-936154
Jeff Logan 03-243388

N.W. YACHT SALES PTY.LTD.

46 Epping Drive,

FRENCHS FORREST. SYDNEY. 2086 PHONE: Fred Wegenaar 02-4511741

SAPPHIRE PLASTICS PTY.LTD.

20 Rye Lane,

MADDINGTON. PERTH. 6109

PHONE: Geoff Knaggs 092-692466

NORTH HAVEN YACHTS

8 Pacific Boulevard

POINT CARTWRIGHT. QLD. 4557 PHONE: Max Kennedy 071-441259

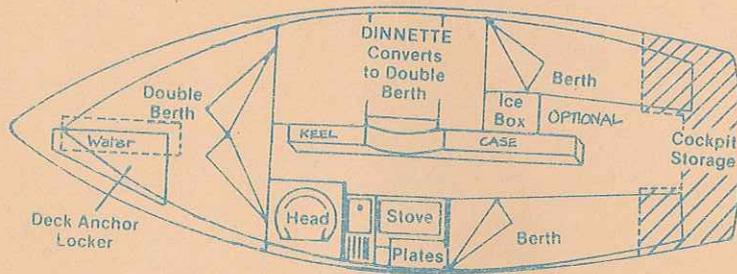
CENTRAL MARINE

136 Alma Street,

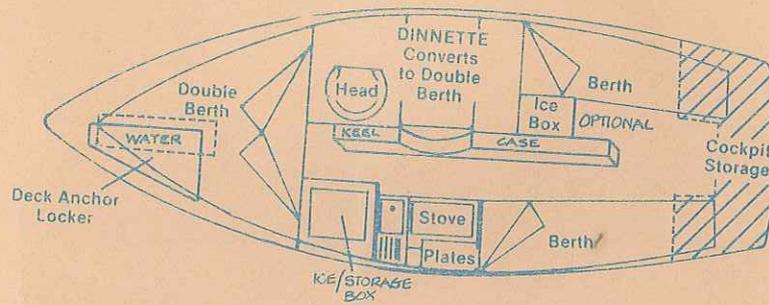
ROCKHAMPTON. QLD. 4700

PHONE: Vince O'Brien 079-2774455

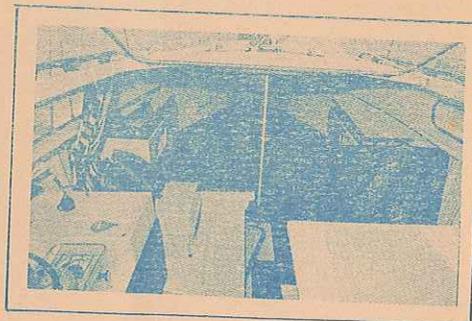
ALTERNATE INTERIOR LAYOUTS



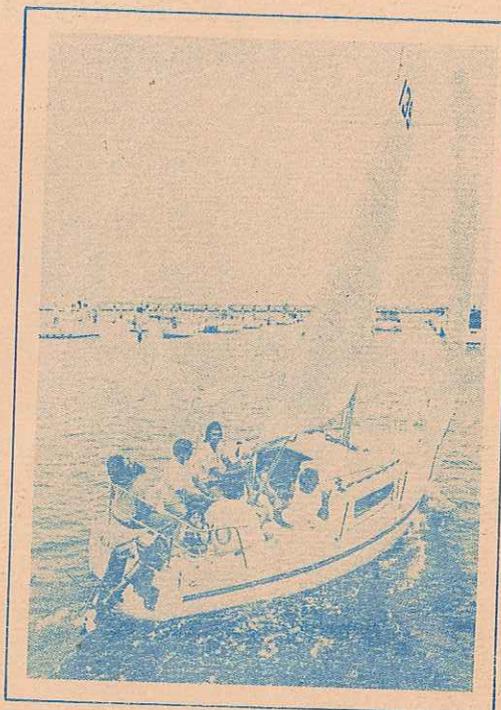
LAYOUT 1



LAYOUT 2



INTERIOR LAYOUT
 SPACIOUS NW 23 INTERIOR



NW 23 UNDER SAIL

**NW 23 ALSO AVAILABLE
AS A FIXED KEEL
YACHT**

**FOR ADDITIONAL INFORMATION
IN YOUR AREA -**

SYDNEY DEALER:

FRED WEGENAAR
46 EPPING DRIVE
FRENCHS FOREST NSW 2086
PHONE: HOME - 451 1741

MELBOURNE DEALER:

SOUTHERN CROSS YACHT SALES
PTY. LTD.
248 BALCOMBE ROAD
MENTONE, VIC. 3194
PHONE: DON VAN 93 6154
JEFF LOGAN -
BUSINESS - 24 3388
HOME - 93 2680

MANUFACTURER:

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TELEPHONE: 071 - 358 4144.**