

SABRE 22 MkII

By PETER RENDLE

In tough times the case for trailer sailing gets stronger as newcomers and old hands weigh up the advantages of avoiding mooring fees and continuous maintenance costs (T/Ss need no anti-fouling or regular slipping), not to mention the base price comparison between keel and trailerable yachts.

However, not everybody needs or wants the latest sleek shaped, go fast, speed machine which has tended to dominate the new trailer sailer releases in recent years.

With too many trailer sailers family considerations rate highly and below deck accommodation and cockpit size feature among their foremost requirements. This could explain the reason why the Sabre 22 has proved very popular in the past. Now that the moulds are in the hands of Maurie Perry's Noelx Yachts in South Australia, new levels of quality and finish have been achieved.

I recently took the opportunity of reviewing the latest example to leave the factory made available from the Sydney "Sailing Scene" company.

The most notable feature of the Sabre 22 is the size of the boat. The beam is the maximum allowable at 2.45 metres and it carries well aft to give a huge cockpit area capable of seating six adults in comfort. The feeling of size is also created by the relatively high freeboard which gives the Sabre 22 its ample below deck space.

The wide coach house maximises every inch of available space. This space translates into providing accommodation for up to five adults which would be more than adequate for



Simple but strong and effective transom arrangement.



The uncomplicated rig makes for easy sailing.



Interior is a bit "overtaxed" but nevertheless roomy and comfortable.

the average family. Unlike some TS layouts everyone gets to sleep in comfort. The V-berth forward has thickly upholstered cushions with a removable centre section which gives access to stowage under the berth.

The water tanks (capacity 92 litres) are located right forward in the bow adding stiffness in that area. A padded shelf section running the full length of the V-berth doubles as a back rest and storage area. Sides are carpeted to deck level. A foredeck hatch may be opened from either side and the coach house, which extends unusually far forward, has large ports giving plenty of light below.

A teak trimmed half bulkhead separates the V-berth from the main saloon area which incorporates a two burner stove recess, sink, single berth to starboard and a central table which nicely disguises the centre board casing. The casing does not intrude too far into the saloon in any case, since the keel is of the swing style.

This means that when trailing you have to take account of the permanent stub of about 4" which is part of the hull and forms the top of

Trailer sailer for the tough times

the keel.

The back rest shelf arrangement extends right around the saloon and a wide single berth aft and to starboard completes the accommodation package. Stowage is plentiful with lockers under the saloon berths. A huge sail locker is located on the port side under the cockpit seat.

The interior finish of teak trim, carpet and flowcoat may not be the most luxurious but it is well done and will meet most critics' requirements for this type of yacht.

The day was a typical Sydney winter one, with bright sunshine but not much breeze. We motored away from the Bayview ramp with the help of the Mariner 4hp outboard clamped to the transom and hoisted sails shortly after clearing the swing moorings alongside the RPAYC.

The rig is an easily handled three-quarter arrangement and we were soon underway with the main and number two headsail which are supplied as standard.

The big surprise is how easily the hull slips through the water. This is partly due to the wide flat hull sections, the aerofoil shaped keel and the modifications the new factory has made to the mast position. Steering is a delight, light but positive.

The yacht is beautifully balanced and one feels in complete control. Admittedly the wind strength gave limited review conditions, however Kerli Corlette of the Sailing Scene has sailed the Sabre in a stiff breeze and reports excellent handling characteristics.

Sail controls all head back to the cockpit and sets of five jammer clutches supported by a winch each side of the companionway on the coach house ensure ease of sail handling.

While not intended as an out and out racer, the Sabre 22 MkII has a fair turn of speed and, even if line honours against the speed machines may be difficult, you wouldn't expect to be last home by any means.



A traditionally good looking boat.



Big, deep cockpit.

There's something about cruising around Pittwater in glorious sunshine and our sail was becoming very relaxing as we tacked upwind and then ran away chasing the infrequent puffs.

Anyone with a small family will appreciate the spaciousness of the deep cockpit and the extra security that provides.

Launching and recovery is reported to be easy and the boat is light enough to be towed by a six-cylinder family saloon.

Criticisms? I believe the interior could get away with less teak as I think a white enamel finish does more for any small boat generally, and I wish builders could find a replacement material for the front runner type carpeting which, in my opinion, is now out of date.

Not everybody will be turned on by the high freeboard and long coach house shape of the 22 which gives it its keelboat look, but this is also one of its best assets.

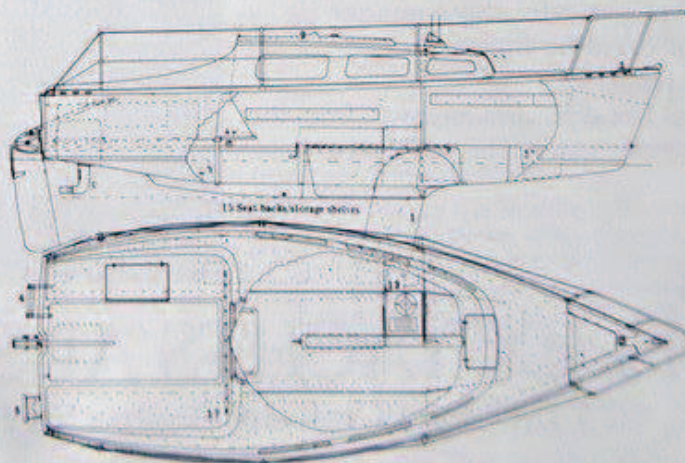
In summary, this is a yacht with many practical features. Easy to handle, launch and sail, it will appeal to new boat owners and experienced yachties who want more from their TS than just straight line speed.

At a de-luxe sail-away price of just \$31,990 there's bound to be a few takers.

For further details call Kerli Corlette at the Sailing Scene (02) 979 6546. Address: Cnr Darley Street and By The Sea Road, Mona Vale 2103.



Quietly slipping up Pittwater.



Stobie

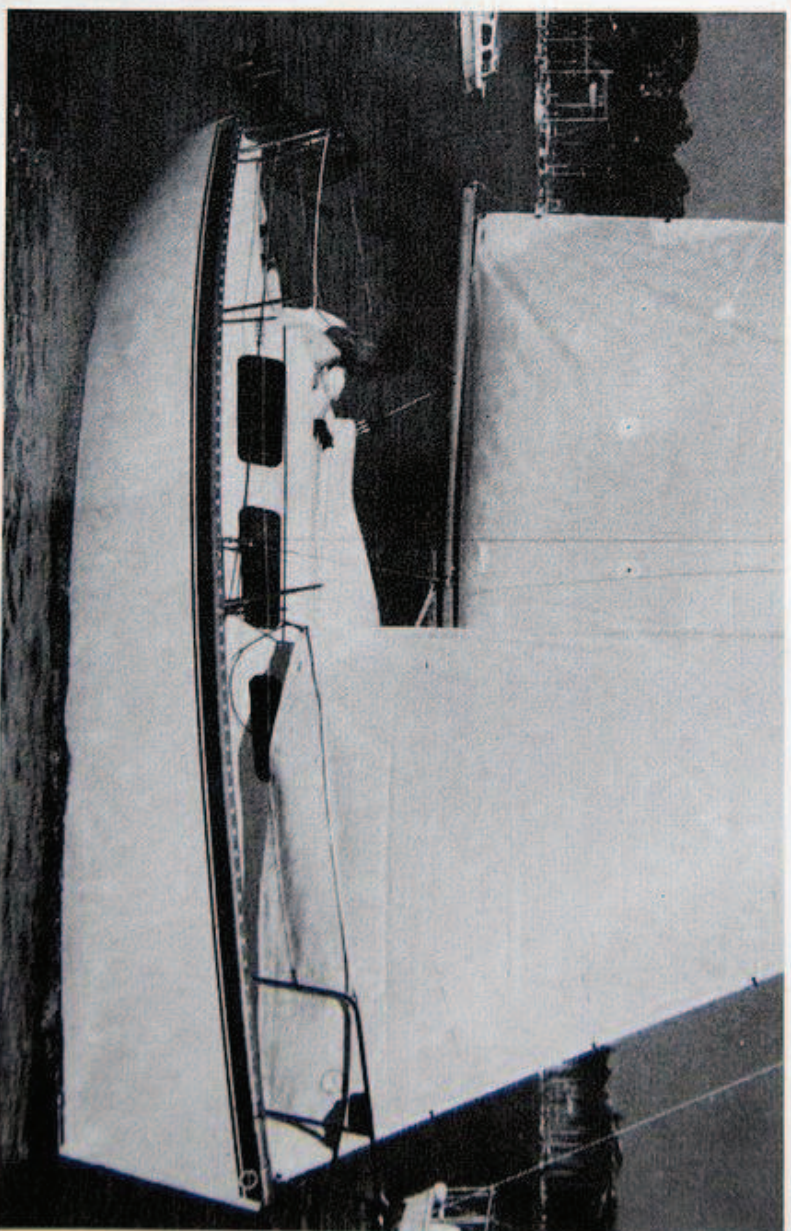
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