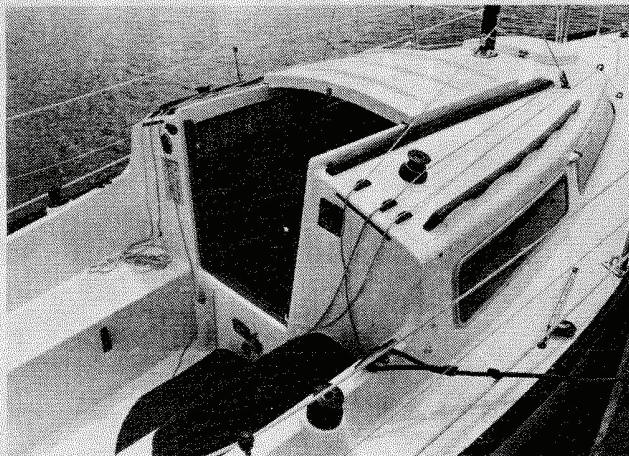


Left: Cabin has good galley facilities, excellent stowage areas, with settees/quarter berths. Below: Roomy cockpit, with halyards and sail control lines brought aft.



THE Sunmaid 20 must be, as a general rule, the best equipped trailerable yacht on the water — with go-fast gear and top quality fittings and sails lavished on it by enthusiastic owners.

While most trailerable yacht owners (and their families) add the extras as they go along, as they gain more experience, and as they begin to enjoy competitive racing, the Sunmaid 20 appears to attract the competitive-minded owner right from the beginning. Most new owners seem to make sure the boat is fully fitted out with the best in good sailing gear right from the start.

Not that we want to create the impression that the Sunmaid 20 is a boat for the more experienced sailor. To the contrary, it is an excellent family cruising yacht that can easily be trailed all over the country and sailed with ease and safety by two people. But its good sailing performance quickly converts people to racing and also attracts racing sailors who want to move out of the dinghy classes into something with a bit more room to sail with their family.

The Sunmaid 20 comes from the design board of well-known New Zealand naval architect John Brooke, a designer of long practical design and sailing experience, which is reflected in the boat, its rig and layout.

The Sunmaid 20 is ballasted centreboard sloop of medium displacement, with a fairly big sail area, which John Brooke designed to race competitively in the JOG division, and earlier Quarter Ton racing, but also, as a boat to provide safe, comfortable family cruising with accommodation and

facilities comparable to much larger yachts.

The boat is 20ft in length overall, has a maximum beam of 7ft 6in, a displacement of 1800 lb and 800 lb ballast. With the plate down, it draws 3ft 3in, with it up, 1ft 3in. The boat carries a substantial sail area comprising of a 105 sq ft mainsail, 130 sq ft No 1 genoa and a 330 sq ft spinnaker.

In Australia, the Sunmaid is built and marketed by the Victorian based company, C.D. & E.M. Hall of Carrum. The boat has been an immediate success since being introduced here. In two years, 180 Sunmaid 20s have been built and sold since Chris Hall took over the Australian moulds, with 120 built in 1976 alone. In fact, the Sunmaid 20 has proved such a seakindly boat in Australian conditions that they soon will be building a 25 ft version with 6 ft standing headroom, six berths, an inboard diesel motor — and still fully trailerable.

There is a strong Sunmaid 20 class association in Victoria with association races every second weekend or so during the summer. Indicative of the enthusiasm of Sunmaid owners is association president Jim Brown who recently made his own boat, Bo Bo, available for MODERN BOATING to test.

is was the 48hp Sunmaid 20 built in Australia; it is 15 months old yet looks brand new. It is also one of the best fitted 20 ft yachts I've ever sailed.

Owner Jim Brown has added a Japanese built Lafayette 27 mHz marine band radio transceiver, a stereo with twin speakers, two compasses, carpeted cabin sole, comfortable 5in thick bunk cushions with wool covers, extra shelving, a brilliant combination of companion step and grog cupboard, a lot of go-fast deck gear, such as two halyard winches, a 10:1 purchase boom vang, a 5:1 purchase inner forestay to enduce mast bend, and a first grade suit of Col Anderson sails.

Yet here is a boat which can be rigged, launched and sailed away within 15 minutes by a husband and wife crew. Jim Brown and Chris Hall set up the mast of Bo Bo in six minutes flat, including stepping the mast, fitting the boom and tensioning the rigging.

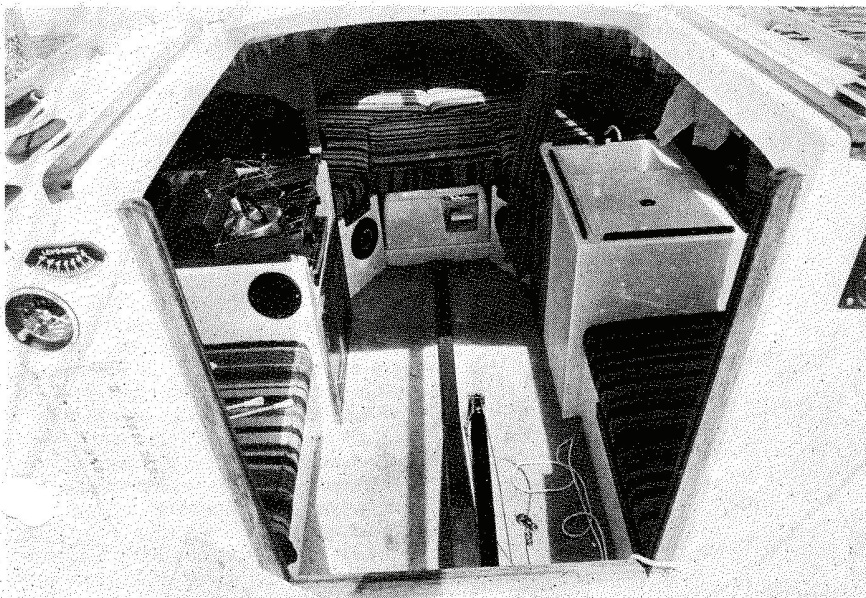
The rudder is virtually a fixed unit, although transom mounted. It has a control lever which can lift the blade or even push it forward of vertical when reaching to give extra control.

The boat is exceptionally well made with a one-piece hull mould, one mould for the deck, and a one-piece interior moulding which, of course, gives added rigidity to the hull. The hull is completely hand-laid of solid laminations of fibreglass, the deck is foam sandwich construction, with timber sandwich in the side decks. Mast compression is taken up with a reinforced member which runs right through the



Boat test

Centreboard housing intrudes little into the cabin interior. Layout minimises any inconvenience caused by 4ft 6in headroom.



false floor and round inside bottom of the hull.

One feature I did like in particular was the solid hatch, sliding on heavy teak runners, and the 18 inch deep bridge deck separating the self-draining cockpit and the cabin.

Below decks, the Sunmaid 20 is most spacious for a 20-footer, the pivoting centreboard intruding only slightly through the cabin sole. This allows full use of the space and 4ft 6in standing headroom. There are two settee-quarter berths, with the icebox and sink unit moulded into the starboard side amidships and the stove unit to port.

The icebox has a capacity of 4.5 cu ft and there is a built-in 12 gallon tank with a self-draining sink.

Forward of these units is the twin vee berths with a toilet between. Standard bunk cushions are 3 in but I would certainly suggest the extra outlay to get 5 in cushions.

Stowage space is remarkable. I counted no less than 11 stowage areas below bunk level plus cupboard and locker space above. Interior finish is first-class and the tinted glass windows certainly reduce glare below.

The cockpit and deck layout is well suited for Australian conditions, either cruising or racing. The cockpit is large — it would probably fit six adults for a drink — and has 18 in high coamings to protect the occupants from spray as well as giving an excellent backrest. Unlike a lot of trailerable yachts, the cockpit is deep enough to give you (and your family) that feeling that you are sailing in the boat not on it.

The rudder is transom-mounted with the tiller going through the slot in the transom, which allows a full width traveller to be fitted. Genoa winches are located on the coamings which are wide enough for

the helmsman to sit on comfortably when steering with a tiller extension.

Halyards, Cunningham eye, boom vang, inner forestay control and spinnaker control lines all come back to winches, cam or clam cleats on the cabin top.

The outboard auxiliary fits onto a solid bracket on the transom high enough to keep the lower leg from trailing in the water when under sail. The Sunmaid has a 6-gallon built-in petrol tank, for the outboard.

Stability of the Sunmaid 20 is one of its main characteristics. The lead ballast is set low down below the waterline, 600 lb of lead being encapsulated in the bottom of the long skeg, with another 200 lb in the ½ inch steel centreboard, which pivots into a centrecase integrally moulded into the hull.

The total ballast weight is 800 lb giving the Sunmaid 20 a 45 per cent ballast ratio. This, coupled with the round bilge shape of the hull, gives excellent stability, far less tender than most trailerable yachts.

The Sunmaid 20, has of course qualified for JOG racing under the stringent self-righting rules applied in New Zealand, and in Victoria by the Victorian Yachting Council.

John Brooke has designed the Sunmaid 20 with a 15/16th rig giving a working sail area of 235 sq ft, which obviously gives the boat plenty of push in light to moderate breezes. Roller or slab reefing is available and the sail plan allows for a No. 1 genoa, No. 2 genoa, jib and storm jib. The spinnaker area is a 330 sq ft and Bo Bo also sported a blooper.

The Sunmaid 20 impressed me with its lines from the day I first saw the boat at Melbourne Sailboat '76, but it was not until early this year that I sailed one on Port Phillip Bay. It was worth waiting for.

In a moderate breeze, which soon kicked up a short sea on the Bay, the

SPECIFICATIONS:

SUNMAID 20

DESIGNER: J.B. Brooke MRINA (N.Z.).

AUSTRALIAN MANUFACTURER: C.D. & E.M. Hall, 613 Nepean Highway, Carrum, Victoria.

DIMENSIONS:

LOA:20 ft.
Beam:7 ft 6 in.
Draft (plate up):1 ft 3 in.
Draft (plate down):3 ft 3 in.
Displacement:1800 lb
Ballast:800 lb
Sail Area:Mainsail, 105 sq ft, No. 1 genoa 130 sq ft, No. 2 genoa 90 sq ft, jib 60 sq ft, storm jib 30 sq ft and spinnaker 330 sq ft.

ACCOMMODATION: Four adults.

PRICES: Sailaway, \$6860; Fitted for racing/cruising (including 5hp Mariner outboard trailer) aSt. \$10,300.

Sunmaid excelled. She was light in the helm, responsive and fast. Her stability off the wind was excellent, particularly running square under her big kite and blooper.

On the breeze she was quite close-winded, the Anderson sails setting well. The fitting of the baby stay or inner forestay aided mast bend control. This allowed sails to be flattened quickly and keep the boat sailing upright, which is very important with these types of boats.

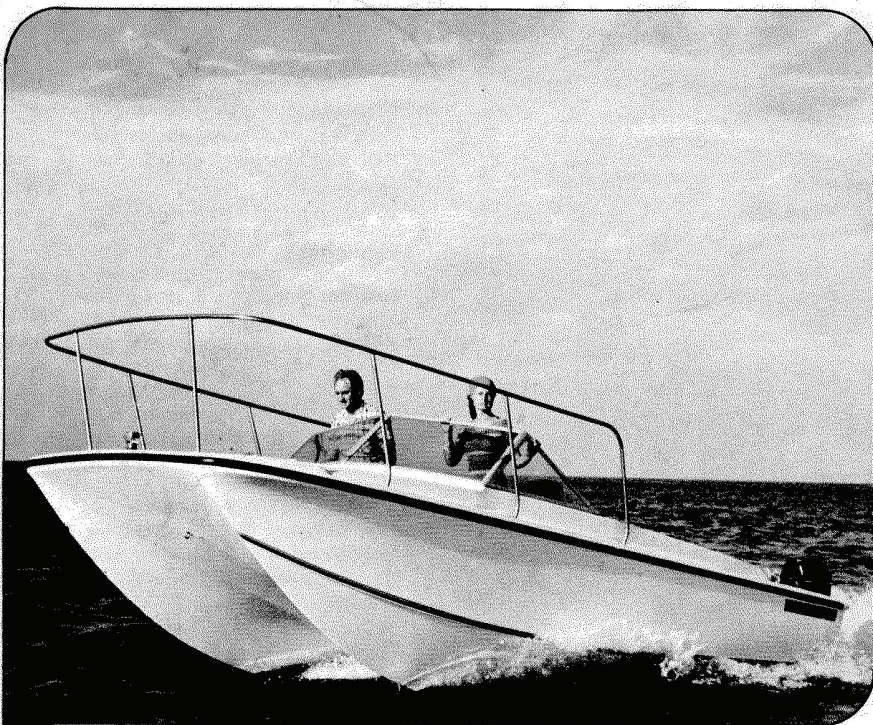
The Sunmaid 20 is available as a basic sailaway boat, which comprises completed hull, deck and interior moulding, an aluminium toe rail, teak handrails, interior trim, lead ballast and centreplate with the winch fitted. It also includes the hatches, self-draining anchor well, rudder and tiller and the built-in water tank and pump, sink and outlet, plus the icebox, bunker locker tops, interior gelcoat, cockpit drains, anodised aluminium mast and boom, quality deck fittings, standing rigging and running rigging, plus two Barlow 15 winches and mainsail and working jib.

The price at this stage is \$6,860.

From there, of course, you add a few extras. The No. 1 genoa costs \$200, No. 2, \$150, storm jib \$85, for spinnaker add another \$230 and \$195 for the spinnaker gear, pole, halyards etc.

As far as cruising gear goes, a spirit stove gimble and fiddled, costs \$80. Three inch vinyl bunk cushions are \$160, navigation and cabin lights, \$120, toilet \$120, outboard motor bracket \$75, an 8 hp long shaft Mariner outboard is \$730 or a 5 hp is \$510.

Stanchions and safety lines to comply with JOG safety regulations cost \$150 plus \$95 each for pushpit and pulpit. Then you can add a compass for \$55, Sumlog for \$145 plus a tandem trailer with brakes for \$970.



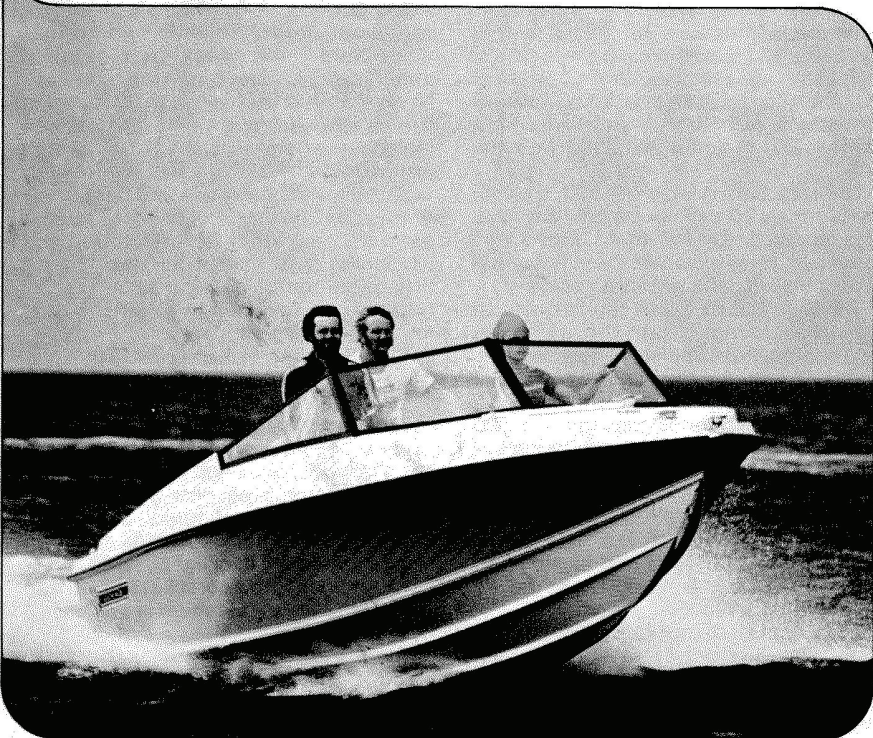
ONE OF the most attractive members of the "boats you can take anywhere" class is the Mustang Wynd Tunnel 21, a sleek but powerful looking twin-hull with considerable appeal as a true offshore runabout.

The Wynd Tunnel is a high-sided boat, dry and stable in rough conditions, and the open version of the design (which is also built with a cuddy cabin) is big and roomy for a 21-footer (6.4m), due mainly to the 8'2" (2.4m) beam and workmanlike interior layout.

The prototype, designed by Queenslander John Wynd, was built in 1973 and Graham Williams, who trades as Mustang Marine (Manufacturing), has been making the boats for the last few years on the Gold Coast. Sole Victorian distributors Moody's Marine received their first Wynd Tunnel last year and have been experimenting with the boat at their headquarters at Tye, outside Melbourne.

The Wynd Tunnel can come fitted with sterndrive but Moodys opted outboards and originally rigged the hulls with twin 85hp Johnsons, which pushed the boat to a top speed of 42 mph with three people aboard. They are now running her with twin 150-hp Mercury motors and 19in pitch propellers and that combination can produce about 50 mph, but so far the best rig has been twin 115hp Johnsons, with a top speed of only 5 mph

Offshore pair



TOP OFFSHORE powerboat driver and designer-builder Norm Jenkin has come up with a real glamor machine in the Jenks 25ft (7.6m) Offshore Sports Cruiser he is building in Melbourne. The boat is almost identical to the Mustang 25 being produced by Graham Williams on the Queensland Gold Coast.

The Jenks 25, which is also built in a low-profile racing version, is available with outboard, sterndrive or inboard rigs in a recommended power range of 150-300 hp. We looked at the first of the boats supplied to Moody's Marine at Rye, Victoria (the State distributor for the Mustang Wynd Tunnel). Moody's have opted for the big 200 hp Johnson outboard, in preference to a more expensive twin outboard rig or the 175 hp Johnson, which is only about \$220 cheaper than the big motor. The model is a TXL with a 25-inch shaft and fitted with a 19-inch stainless-steel Teflon-coated propeller.

Moody's have in fact found a great demand for the 200 hp Johnsons and say they have sold more of them than any other dealer in Australia. As of February this year they had taken just over 3 percent of the total allocation to Australia and New Zealand, most of them going to abalone divers and waterskiers or ski-racers.

Those 200 horses on the transom certainly lift the sleek, 25 degree deadrise