

test **Windrush 600**

WINDRUSH Yachts of Perth have had instant success with their six-metre trailable Windrush cruising cat.

The Windrush 600 is large enough to accommodate sleeping space inside the hulls, yet small enough to comply with the maximum road trailing width of 2.5m. A large diameter lightweight mast has been chosen to facilitate easy rigging, using a single diamond spreader to provide lateral stiffness.

To compensate for that extra weight of a cruising-style cat and allowing for the fact that most buyers will have had catamaran sailing experience, a fairly large area of sail has been set on the Windrush 600.

The jib extends past the mast to an adjustable track on the inside of the cabin moulding.

The mainsail is high-ratio with 10 battens, set on a rotating mast. Rotation is controlled by a forward-facing lever at the base of the mast, with lines leading to cam cleats on either side of the main beam.

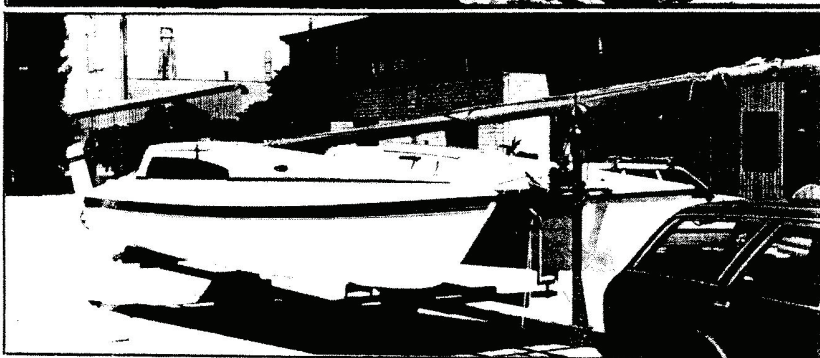
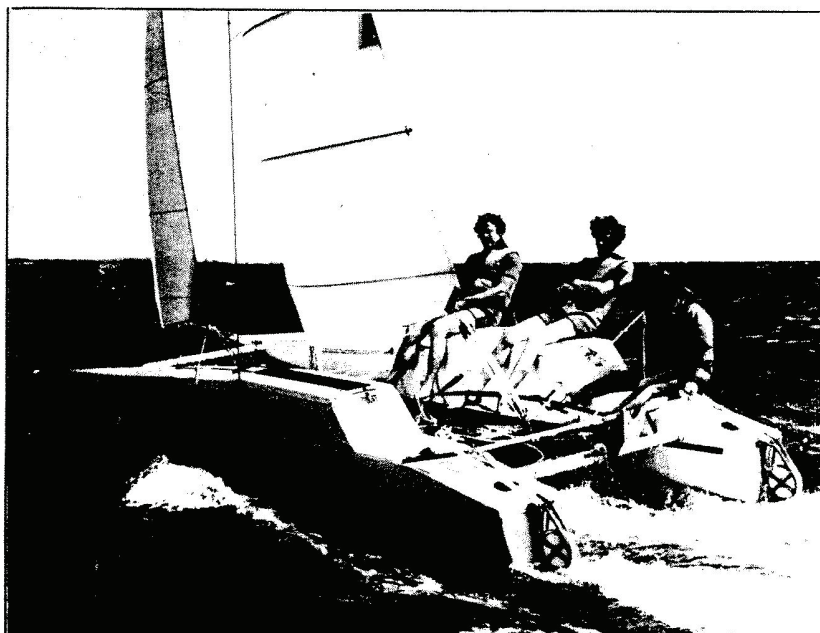
One feature of the rig is the boomless mainsail, which is very efficient. This has the advantage of simplicity and reduced weight. A full-width semi-circular mainsheet track is attached above the back beam to give full control of the mainsail.

The full-bottomed hulls of the 600 require centreboards and these are attached offset on the inside of each hull to avoid intrusion into accommodation space. The downhaul for the centreboards is via large diameter shockcord and the uphaul is via a multi-purpose pulley system located just above the trampoline on the inside of each hull. The high-aspect rudders and centreboards pivot for beaching.

Regardless of the fact that the Macfarlane's main requirements were for quick rigging and seaworthy comfort for the family, the Windrush 600 is appearing on the racing circuit. Her performance compares more than favourably with the average 14ft catamaran.

Off the wind, her incredible forward buoyancy allows her to keep the power on while her tender-bowed sisters have to ease off to stop the mast from overtaking the boat.

Despite the relatively large sail area



on the standard Windrush 600, capsizes are very rare and then only when the boat is pushed to the limit by a large crew. It flies a hull fairly easily, but this is simply controlled by mainsheet pressure.

The limited beam improves diagonal stability considerably and it is the bow-down, forward diagonal capsize that catches even the experts out on overwide catamarans. Just the same, capsize must be considered in the design of any catamaran and the Windrush 600 can be righted easily by two people.

A righting A-frame is attached to the front beam beneath the trampoline.

On capsize, it can be swung out giving the crew a three-metre righting lever.

SPECIFICATIONS

Windrush 600

| | |
|-------------|----------|
| LOA | 6m |
| Beam | 2.5m |
| Weight | 300kg |
| Mast height | 8.5m |
| Sail area | 22.3sq m |

Type: Trailable centreboard cat with berths in hulls. Sloop rigged for crew of 2/4. Suit level 2 to 3 sailors.

Builders: Windrush Catamarans. WA.

July, 1983

Sea Spray's CAT 'N' BOARDSAILOR — 23

TEST

WINDRUSH Yachts of Perth have had instant success with their six-metre trailable Windrush cruising cat.

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To compensate for that extra weight of a cruising-style cat and allowing for the fact that most buyers will have had catamaran sailing experience, a fairly large area of sail has been set on the Windrush 600.

The jib extends past the mast to an adjustable track on the inside of the cabin moulding.

The mainsail is high-ratio with 10 battens, set on a rotating mast. Rotation is controlled by a forward-facing lever at the base of the mast, with lines leading to cam cleats on either side of the main beam.

One feature of the rig is the boomless mainsail, which is very efficient. This has the advantage of simplicity and reduced weight. A full-width semi-circular mainsheet track is attached above the back beam to give full control of the mainsail.

The full-bottomed hulls of the 600 require centreboards and these are attached offset on the inside of each hull to avoid intrusion into accommodation space. The downhaul for the centreboards is via large diameter shockcord and the uphaul is via a multi-purpose pulley system located just above the trampoline on the inside of each hull. The high-aspect rudders and centreboards pivot for beaching.

Despite the relatively large sail area on the standard Windrush 600, capsize is very rare and then only when the boat is pushed

to the limit by a large crew. It flies a hull fairly easily, but this is simply controlled by mainsheet pressure.

The limited beam improves diagonal stability considerably and it is the bow-down, forward diagonal capsize that catches even the experts out on overwide catamarans. Just the same, capsize must be considered in the design of any catamaran and the Windrush 600 can be righted easily by two people.

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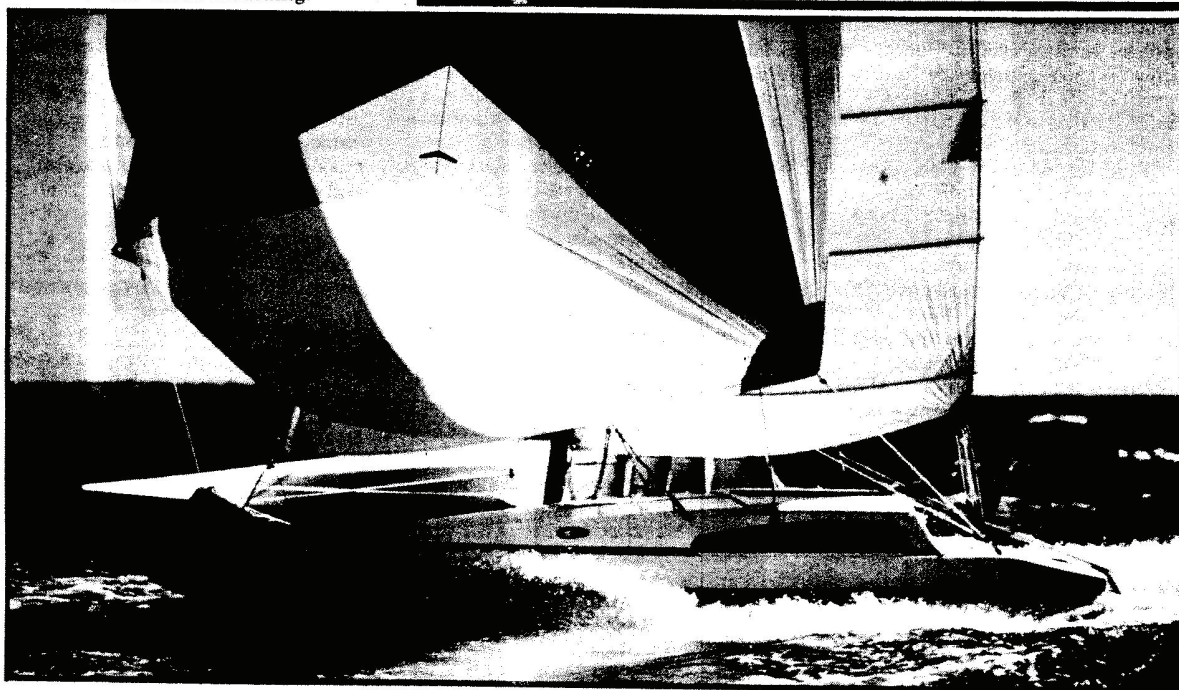
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Windrush 600



July, 1984

CAT TESTS — 27

Windrush 600

WINDRUSH Yachts of Perth have had instant success with their new 6m trailable Windrush cruising cat.

Richard Macfarlane says they are flat out meeting orders, and some 600s have gone as far afield as Queensland.

Macfarlane says: "The requirements for our new Windrush 600 cat are again primarily motivated by what I want to sail.

"After a couple of years sailing high-performance trailer yachts, I wanted to get back into the simplicity of catamaran sailing. The thrills of racing a planing trailer-sailer with an efficient four-man crew controlling a large spinnaker are not the thrills one can share with a young family. Hence, the idea of a cruising catamaran that would reassure the family with its stability while still cruising to the islands at average speeds in excess of 10 knots.

The Windrush 600 is large enough to accommodate sleeping space inside the hulls, yet small enough to comply with the maximum road trailing width of 2.50m. A lightweight large diameter mast has been chosen to facilitate easy rigging, a small diamond stay will give us the stiffness that we require.

Considerable thought has been spent on trailer design and we wanted the 600 to be as easy to launch and rig, and to take no more time than a surf cat.

To compensate for the extra weight of a cruising-style cat, and allowing for the fact that the majority of our customers will have considerable cat experience, we set a fairly large suit of sails on the 600. The job extends past the mast to an adjustable track on the inside of the cat's moulding.

The mainsail is high-aspect ratio with 10 battens, set on a rotating mast. One feature of the rig is the boomless mainsail with which we have had some experience, and find very efficient.

This has the advantage of simplicity and reduced weight and allows us to safely increase mainsail area with a low foot. A full-width semi-circular mainsheet track is attached above the back beam to give full control of the mainsail.

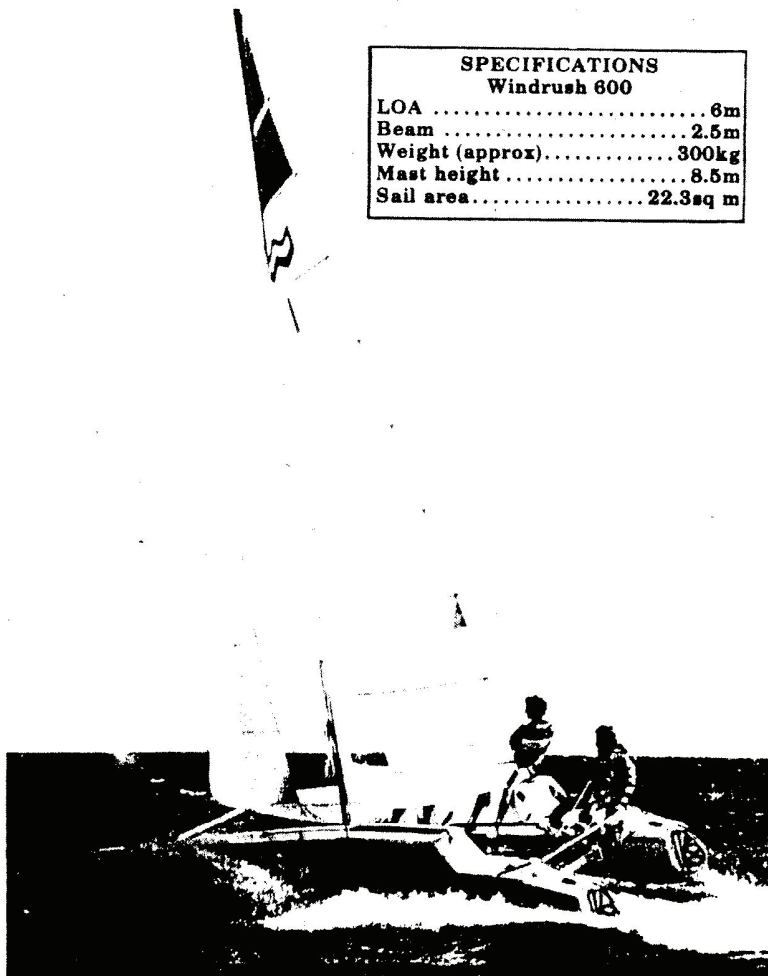
The full-bottomed hull shape requires centreboards and these are attached offset on each hull to avoid intrusion into accommo-

No-hassle trailable cat from Windrush

SPECIFICATIONS

Windrush 600

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| LOA | 6m |
| Beam | 2.5m |
| Weight (approx)..... | 300kg |
| Mast height..... | 8.5m |
| Sail area..... | 22.3sq m |



dation space. The high-aspect ratio rudder and centreboard pivot backwards for beaching.

Regardless that our main requirements are quick rigging and seaworthy comfort for the family, our Windrush 600 appears on the racing circuit. We would expect a 600 to be raced by two crew on a trapeze, possibly extending light weather performance with a 200sq ft spinnaker. We expect her performance to compare favorably

with the 14-footers. In some Perth racing, Richard's 600 matched 14-footer catamarans and with the kite up, beat some 18s.

Off the wind in heavy weather the 600's incredible forward buoyancy should allow her to keep the power on while her tender bowed sisters have to ease off to stop the mast overtaking the boat. We expect the 600 to be very exciting downwind in a blow.

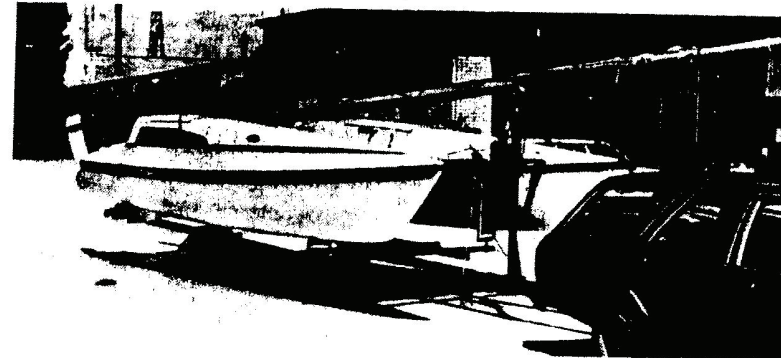
Despite the relatively large sail

Windrush 600

area on the standard 600, we expect capsize to be very rare, and then only when the boat is pushed to the limit by a strong crew. We expect the 600 to fly a hull fairly easily, but this is simply controlled by mainsheet.

The limited beam improves diagonal stability considerably and it is the bow-down, forward diagonal capsize that catches even the experts out on over-wide catamarans. All the same, capsize must be considered in the design of any cat and we hope our new 600 can be righted by one man.

A righting 'A' frame will be attached to the front beam beneath the trampoline. On capsize, it can be swung out giving the crew a three-metre righting lever. We have considered a mast float, however, it adds windage and weight during the mast raising procedure and therefore a foam insert is added to the top panel of the sail. If the 600 is capsized with its hatches opened, then a few minutes work with a bucket will be needed to clear it. However, the boat has sealed buoyancy compartments forward and aft of the cabin area, so there is



no danger of swamping.

We are determined to be flexible with the new Windrush 600. For yacht clubs with hard standing or for the owner with a mooring, we are considering a 3.8m wide model.

Also, telescopic aluminium beams will be available. For the ecologically-minded fisherman looking to replace his fuel-guzzling power boat, a small rig will be available. Rather than dictate to the customer, we will allow the one-design class regulations to form their own rules.

For my fun, I will choose the quick to rig trailable cruising version with space for my wife and children to sit inside while sailing perhaps with only their heads protruding through the long hatch.

The mesh trampoline deck is extended to the forebeam, making a very dry sailing boat even at high speed, and of course, the large trampoline will make an excellent camping area with the boom tent rigged. I am very much looking forward to next season's sailing in my Windrush 600.

TRADE UP TO WINDRUSH 600 at these LEADING DEALERS

SYDNEY:

SYDNEY SAILBOAT CENTRE

Mona Vale, (02) 997 3077; The Spit, (02) 969 2144,
Berry's Bay, (02) 92 0763; Botany Bay, (02) 51 3542

TRADEWIND SAILBOATS

3/38 Green St, Warringah Mall, Brookvale
Phone: (02) 938 2595, A.H. (02) 498 2595

NEWCASTLE:

PACIFIC SAILBOAT CENTRE

246 Pacific Highway, Charlestown
Phone: (049) 43 0055

VICTORIA:

JACKSON BROS MARINE PTY LTD

Whalers Cove Marina, McLeod Road,
Carrum, Vic, 3197, Phone: (03) 772 6622

SOUTH AUSTRALIA:

MAIN SHEET MARINE

138 Giles Street, Adelaide, 5000
Phone: (08) 223 6261

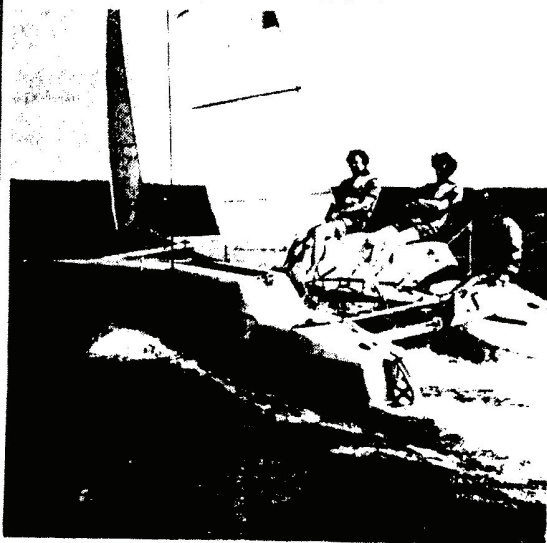
QUEENSLAND:

GREENFIELD MARINE (Contact Mark Humphries)

172 Ingram Road, Acacia Ridge, 4110
Phone: (07) 345 6100



WINDRUSH



CATAMARAN SAILOR — 23

Windrush 600

by BOB LAWRENCE

WINDRUSH Yachts of Perth have had instant success with their six-metre trailable Windrush cruising cat.

Richard Macfarlane says that business has been very brisk and some 600s have gone as far afield as Queensland. Macfarlane says: "The requirements for our Windrush 600 were motivated by what I wanted to sail.

"After a couple of years sailing high-performance trailer yachts, I wanted to get back into the simplicity of catamaran sailing. The thrills of sailing a planing trailer-sailer with an efficient crew of four controlling a large spinnaker are not the thrills one can share with a young family. Hence, the idea of a cruising catamaran that would reassure the family with its stability, while still cruising to the islands at an average speed in excess of 10 knots."

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attached offset on the inside of each hull to avoid intrusion into accommodation space. The downhaul for the centreboards is via large diameter shockcord and the uphaul is via a multi-purpose pulley system located just above the trampoline on the inside of each hull. The high-aspect rudders and centreboards pivot for beaching.

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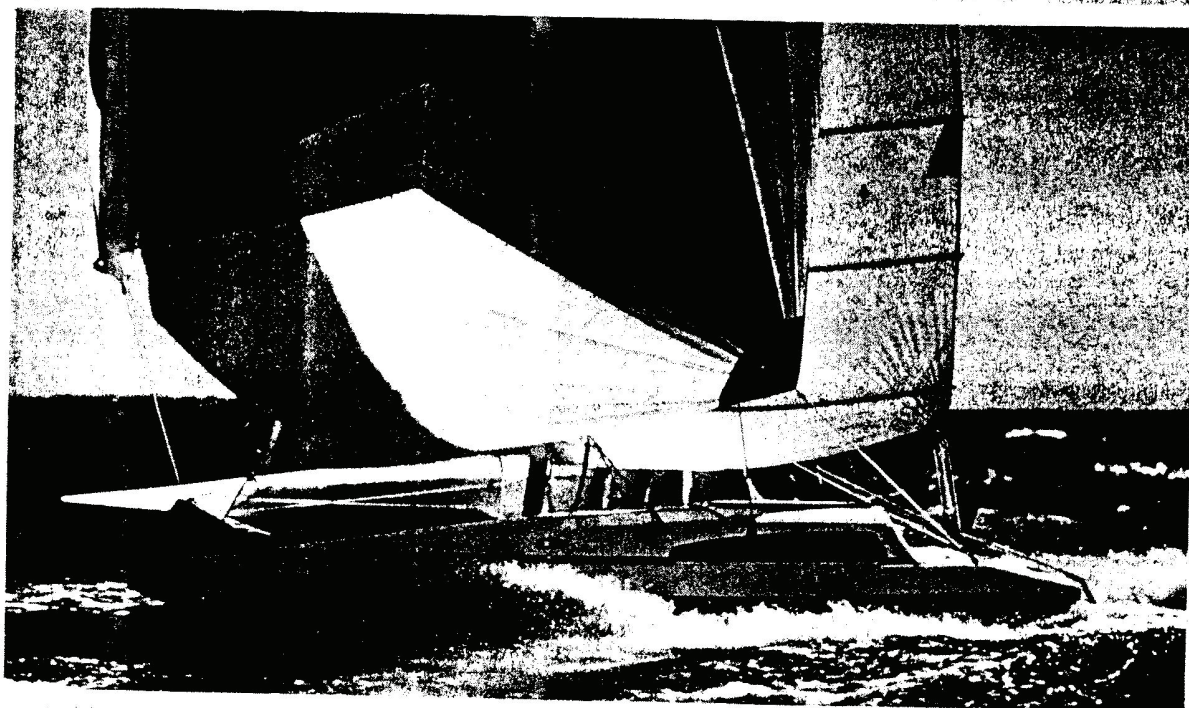
A righting A-frame is attached to the front beam beneath the trampoline. On capsize, it can be swung out giving the crew a three-metre righting lever.

A mast float was considered in the original design, but was discarded due to added windage and weight during



Windrush 600 features low cuddy cabins in each hull and boomless rig.

Windrush 600



mast-raising procedures. To increase buoyancy at the top of the mast, foam inserts have been incorporated into the top of the sail. If the 600 is capsized with the hatches open, then a few minutes' work with a buckets is necessary to clear it.

However, the boat has sealed buoyancy compartments forward and aft of the cabin area, so there is no danger of swamping.

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extended to the forebeam, which makes for a very dry sailing boat, even at very high speeds and of course, the large trampoline makes an excellent camping area with the boom tent rigged.

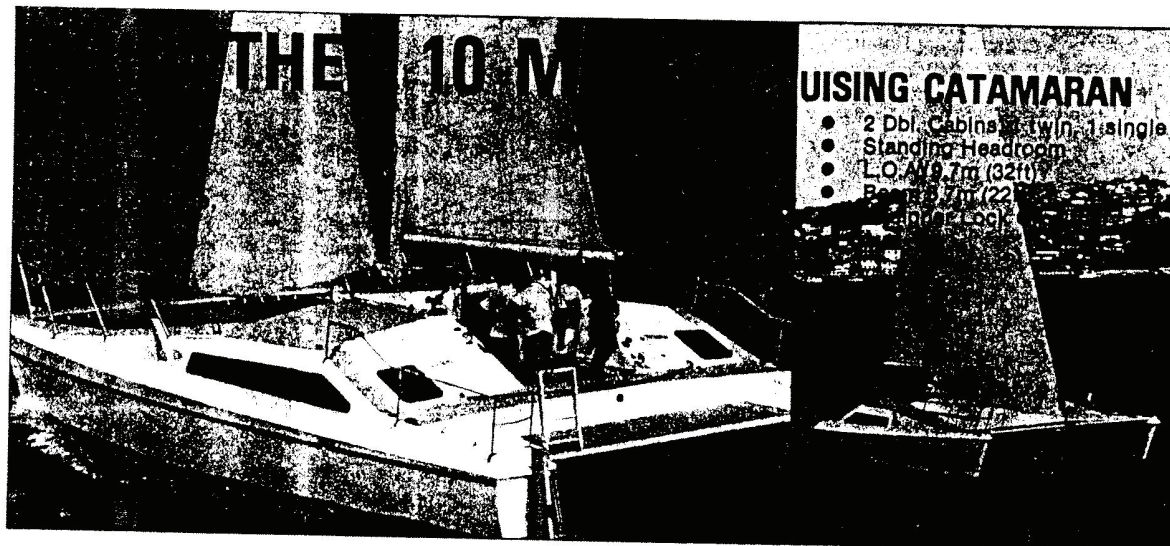
For racing, an optional 200sq ft spinnaker is available. For the speed freaks, trapezes are also available. For owners who are going to keep their craft on a mooring or hard standing,

Windrush Yachts have a wider 3.8m model available.

SPECIFICATIONS

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UISING CATAMARAN

- 2 Dbl. Cabins (twin, 1 single)
- Standing Headroom
- LOA 9.7m (32ft)
- Beam 3.7m (12ft)
- Weight 1250kg

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