

Elliott 7.4



For easy living.
For fun sailing.
For getting away. In style.



Elliot 7.4

Simply the most fun and style you could pack into 7.4 metres of family trailable.

More features, more performance, more fun. After Elliott Yachts studied the trailer yachts on the market and carried out a survey of the real needs of the trailer yachting family, they decided to design the E7.4. A yacht that incorporated all the best features in one. Designed to make full use of new technology and new materials. One that can be easily towed by a 6 cylinder car.

The E7.4 is a winner. For fun sailing. For easy living. For getting away from it all.

And because it has been purpose-built for family cruising it can be easily managed by two. That includes the launching, retrieving, anchoring, reefing... things that are as important to cruising as getting from A to B.

The E7.4 is designed to make cruising simply enjoyable, enjoyably simple. It is a solid, stiff yacht that doesn't need to be reefed at the first puff; there's a 420kg lead 'wing' fixed at the base of the keel to ensure that. And there's a hydraulics system to lift and lower the centreboard quickly. Great for sailing in shallow water.

The uncluttered deck, roomy cockpit and wide gunwales make movement around the deck really safe and easy. That is such an important feature when there are kiddies on board.

The E7.4 is so very uncomplicated that a relatively inexperienced family can enjoy it now, and as confidence and experience grow, then go ahead and explore the performance level. To participate in club or triable events where you can show off the E7.4's superior

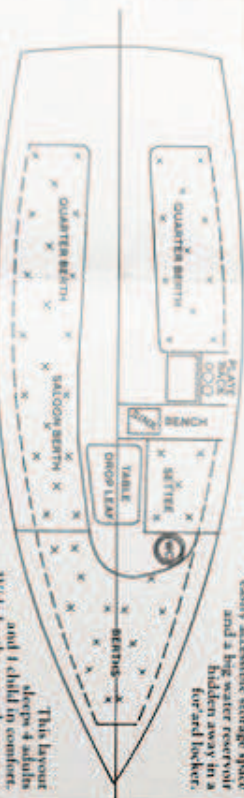
E7.4's superior pointing ability and speed and be one of the first back to the ramp.

Below decks life is really comfortable. Special emphasis has been placed on providing full standing

headroom, privacy and a relaxing environment. Somewhere pleasant to relax with your family and to entertain friends too.

Elliott Yachts offers you a choice of four intelligently designed interior layouts to suit your family whether there are two of you, or five. Spacious, airy and beautifully finished, you'll find the E7.4 is extremely comfortable.

Put all those features into a yacht that is priced around the same figure as yesterday's design and you have an investment in the yacht of the future. The family-sized, fun-rated E7.4.



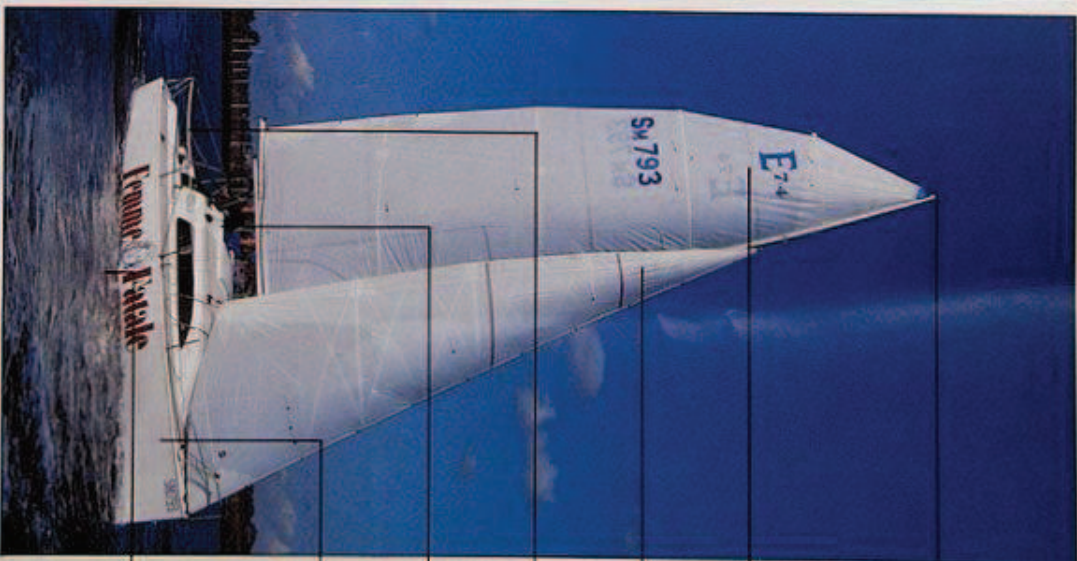
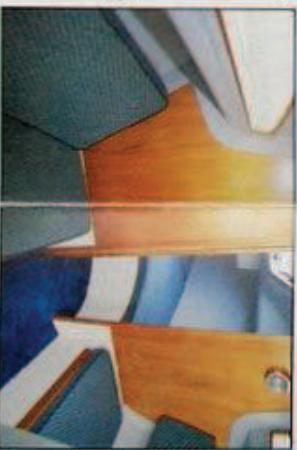
Attractive and practical. You can see the interior everywhere, even on the keel case. Ultra smart cushion covers. Superbly finished finishwork. Easy care carpet. Preparing meals is a breeze. There's lots of easily accessible storage space and a big water reservoir hidden away in a locker.

This layout sleeps 4 adults and 1 child in comfort. Wide berths conceal generous storage underneath and behind the back rest.

The dining nook makes a great venue for a game of backgammon. And when that's over the table lifts out and folds away.

Privacy is a priority. A convenient slide door closes off the V berth and the toilet. Bunking can be stowed away out of sight during the day if you wish.

Spacious headroom and spaceousness. Two of the most important features of the E7.4. Tinted perspex windows, floor and hatch and companion way berths make maximum use of natural light.



LIGHTWEIGHT MAST.

The hi-tech answer to sail trim. Designed with sweep-back spreaders. This combination allows the mainsail to effectively depose itself in heavy winds by falling away to leeward. Less attention is needed to mainsail trim. There are no complicated runners and backstay.

BIG DRIVING MAINSAIL.

The big reach main is harnessed to give exceptional driving power. Adjusting sail shape is simple and basic. Reefing is quick and easy.

EASY TACKLING HEADSAIL.

The jib is relatively small and therefore easy and quick to tack. Working includes a No. 1 and No. 2 jib.

HYDRAULIC KEEL.

The keel, centreboard is raised and lowered with a hydraulic system operated from a locker next to the helmman.

LOGICAL DECK LAYOUT.

Clean, uncluttered and logical. All sheets lead back to the cockpit through high quality fittings. Two people can easily sail the E7.4.

POWERFUL HULL SHAPE.

Using hi-tech materials the hull is light and strong. The plumb bow gives greater waterline length. The flat hull shape, the wide stern and the heavy external ballast allow the E7.4 to point high and eliminates 'digging in' off the wind. Downwind the E7.4 handles like a dandy.

WINGED KEEL.

Designed with the bulk of the ballast at the base. The 440kg wing gives safe and stable boat handling with full main and No. 1 jib in winds around 25 knots.

EASY ANCHORING.

Easy to get at anchor with in the bow and stern make family cruising easy.

WIDE GUNWALES.

Spinnaker work is faster, easier and safer. Movement around the deck is simple. Great for cruising with young children on board. The raised ledge on the cockpit gunwales gives secure seating in racing conditions.

LIGHTWEIGHT RUDDER.

The long light-weight rudder slips easily into the sleeve fixed to the transom. For sailing in shallow waters the rudder can be 'flashed up' to half way position.

▲ Greg Elliott. Designer.

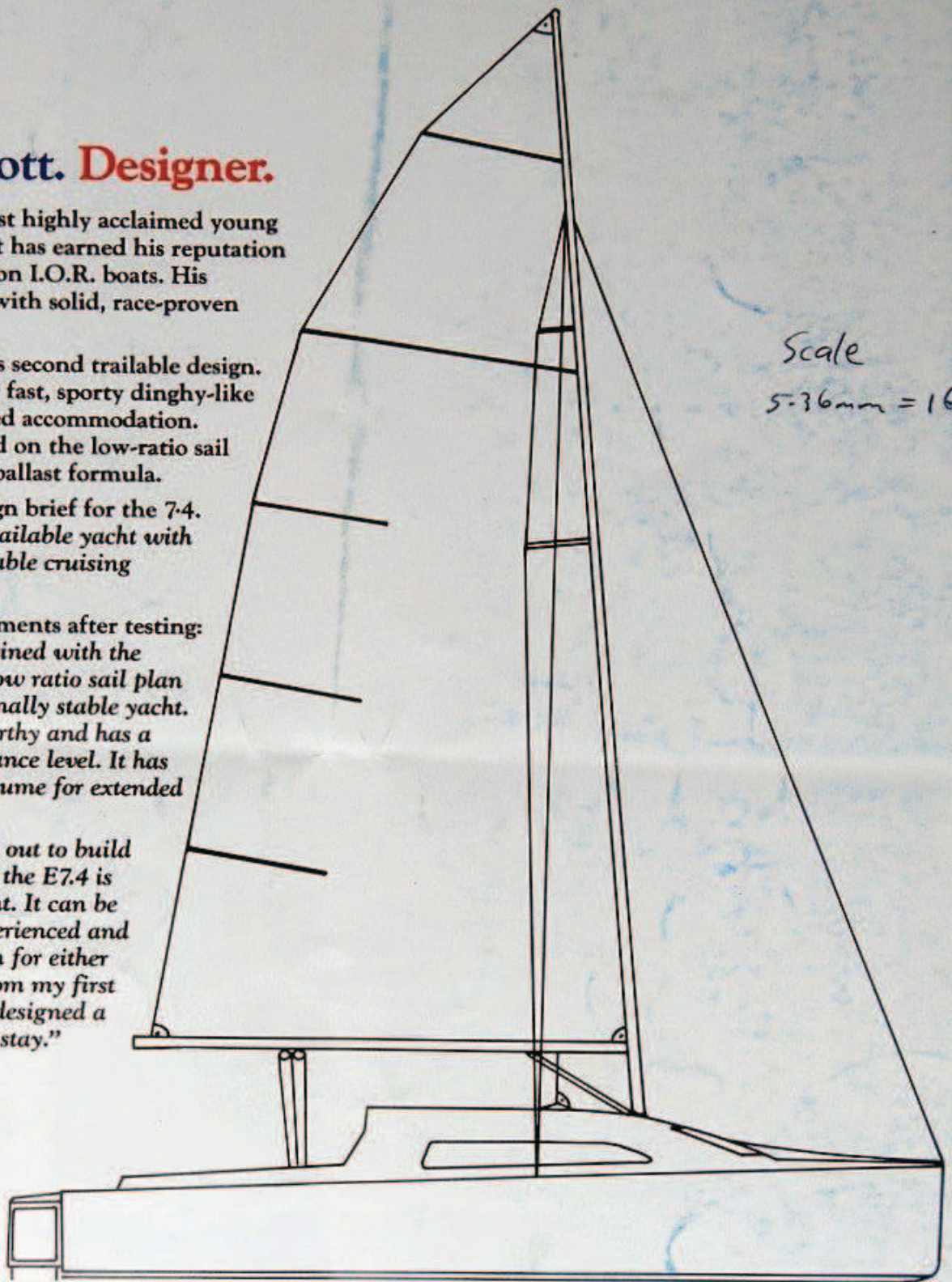
One of N.Z.'s most highly acclaimed young designers, Greg Elliott has earned his reputation designing ultra-fast non I.O.R. boats. His reputation is backed with solid, race-proven results.

The E7.4 is Greg's second trailable design. It follows the popular fast, sporty dinghy-like E5.9 which has limited accommodation. Both designs are based on the low-ratio sail plan/heavy external ballast formula.

This was his design brief for the 7.4. "A one-design, safe trailable yacht with spacious and comfortable cruising accommodation."

Here are his comments after testing: "The hull shape combined with the external ballast and low ratio sail plan make this an exceptionally stable yacht. It is strong and seaworthy and has a very exciting performance level. It has very large internal volume for extended cruising.

Whereas I started out to build the ideal family yacht the E7.4 is also a fast racing yacht. It can be enjoyed by both inexperienced and experienced yachtsmen for either cruising or racing. From my first test sail I knew I had designed a yacht that was here to stay."



Scale
5.36mm = 1ft

We at Airite Marine welcome your enquiries and will be happy to help in any way we can.

Elliott yachts

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ELLIOTT 7.4

THE RIDE was one to remember: threequarter reach under spinnaker down Sydney Harbour with the unseasonal sou'wester freshening suddenly to 25 knots and maybe more.

The speedo needle sat on 12 knots. The centreboard throbbed in its case, shaking the whole boat like a Boeing 747 just before takeoff.

There were only three of us aboard the Elliott 7.4 and we were all too busy (and really not game) to pump the hydraulic handle to retract any board.

The boat flew, but under perfect control; planing easily on its straight buttock lines aft, the steering very positive. The rudder assembly, with the blade retracting snugly in an anodised aluminium rudder stock that is strong enough to stand on, tight bearings in the gudgeons, strong, neat-fitting tiller, gave very positive steering.

Getting the kite off was no hassle but I was apprehensive as we sheeted on to go back upwind, with the breeze still freshening and not much weight available for the rail.

But with the mainsheet traveller right down its track spanning the broad cockpit, the relatively low-aspect, high-roached mainsail, with two full-length battens supporting the upper leech, opened like a barn door to the gusts.

And, although we were certainly over-powered under the jib and full main, the helm stayed balanced and I was able to keep the boat on her feet by just luffing and splitting the puffs.

The conditions were becoming extreme but the boat handled them beautifully and safely. Eventually we decided, out of respect to Morris



Before the big breeze.

Short's brand new sails, to drop them and give it away. There were no problems getting rid of the jib but as we manoeuvred under main alone to get in the lee of Shark Island, the Fico recirculating ball traveller somehow popped an end and the little green bearings ran all over the cockpit floor like so many Surprise peas. I had seen that movie with a Harken car I once had on the J24. Fico has already made their car much stronger but somehow Morris had been sold one of the old models.

Before the wind kicked in hard, I had sailed the Elliott 7.4 upwind in a moderate 12 knots and like its predecessor, the Elliott 5.9, found it very easy to steer, very dry and comfortable for the crew as well as the

helmsman, and high pointing. We were doing 5.5 knots.

The crew, with legs over the rail, lounged comfortably with their backs against the slope of the cabin top. The helmsman has ideally-positioned foot rests to prop out on the wide side deck aft.

The absence of runners or backstay leaves the cockpit with minimal clutter. The headsail cross-sheets at the back of the cabin top and the mainsheet system is easily controlled by five-to-one purchase with the traveller car positioned by two-to-one tag lines. It is convenient for either helmsman or sail trimmer to operate.

The boat is easy to sail. And, because it does not rely on crew weight for stability, with 412kg of ballast in the keel against a total displacement of 1000kg, can be managed by one or two people.

Greg Elliott says he designed the 7.4 primarily as a "family trainer" trailable yacht with spacious and comfortable cruising accommodation.

The hull has a plumb stem, full waterlines forward, running back to firm bilges and straight buttock lines aft.

The keel carries 412kg of lead in a flattened bulb, suspended from an aerofoil shape of fibreglass over two galvanised steel rods. The bulb is about 0.6m wide by 0.9m long. It helps generate lift from the keel in the same way as the America's Cup Twelve Metre winged keels. And it retracts to sit against the hull for trailing. It does mean you need to be in 50cm of water to float the boat.

Elliott Type Yachts say the 7.4 will pass the New Zealand Yachting

Centrebase makes galley "walk-in" unit.



Hull has firm bilges, straight buttock lines.





Cockpit is uncluttered, deck layout easy on crew.

Association's stringent knockdown test with the keel raised.

It is raised by an hydraulic unit with the ram situated within the top of the centreboard and the handle located in a small compartment, covered by a lid, moulded into the starboard cockpit coaming. About 100 pumps are needed to fully retract the keel.

The rig is set up for simple and/or short-handed sailing with no backstay or runners. The deck-stepped mast, a standard 3in Baverstock section with 50 per cent taper from the hounds, is supported by caps over a single set of spreaders and lowers on Elliott's original drawings.

But Morris Short and Phil Froud, of Elliott Type Yachts Sydney, specified a second set of spreaders and have taken some of the rake out of the mast feeling a less flexible, more upright, mast would be better suited to the lighter Australian conditions.

The interior layout was substantially revised following testing of the first two yachts from the moulds in Auckland and input from the Australian marketers — Elliott Type Yachts in Sydney and Airite Marine in Melbourne.

The modifications were made mainly to take advantage of the voluminous hull and the 5ft 9in (1.75m) headroom running to the mast.

The forepeak is bulkheaded off, with the bulkhead 2.48m aft of the bow. There is a conventional vee-berth arrangement with space for a toilet between the arms of the vee, covered by an infill lid. Stowage is provided under each bunk and there are small shelves on the topsides over them.

A bifold door seals off the fore cabin for privacy. Aft of the bulkhead, to port, is a big hanging locker incorporated in the fibreglass liner

moulding forming the bunk fronts and galley unit: deep sink and ice box, space for stove, cupboards underneath, plate-rack in perspex-doored cupboard behind the sink and stove position. The arrangement utilises the centrecase to make the galley "walk-in", providing some support and a degree of privacy for the cook and washer-upper.

To starboard there is a settee, with stowage bins in the backrest, extending unbroken into a double quarter berth aft. To port, aft of a seat behind the galley, is another double quarter berth.

The interior on the demonstrator was finished with carpet headliner and the floor was carpeted. The timber inside is Fijian Kauri, a decoratively-grained light-coloured timber that, with choice of carpet colour and big side windows, keep things light and bright. There are two fluorescent strip lights in the cabin.

Many fit-out options are available, including a drop-leaf table on runners that stows underneath the cockpit but can be pulled out to sit between the centrecase and companionway.

The cockpit has a central well intended originally for fuel tank storage but Elliott Type Yachts Sydney lean towards Mariner outboards with integral fuel tanks so converted the well to an ice box. It self drains out the transom. Two deep, separated lockers right aft are provided to stow sails, mooring lines and fenders.

The yacht is being marketed in a fairly spartan sail-away form at around \$22,000 for hull and deck including their main components and at a sailaway price of about \$33,000.

Then the customer can go to a very comprehensive list of finishing and furnishing items that are mostly fitted as well as supplied. — Bob Ross

SPECIFICATIONS

Overall length.....	7.4m
Waterline length.....	6.6m
Beam.....	2.45m
Draft.....	1.65m
Displacement.....	1000kg
Sail area — main.....	22.28sq m
Genoa.....	11.4sq m
Jib.....	7.03sq m
Spinnaker.....	44sq m

Accommodation: Berths for up to seven people on two double quarter berths, forward double vee berth, settee.

Standard equipment: Centreboard with lead ballast bulb and hydraulic keel-lifting system fitted, perspex windows and washboards fitted, rudder and tiller, pulpit, pushpit and stanchions. Mainsail with two reefs, jib and battens. Main traveller system, blocks, cleats, mainsheet, jib tracks, sheets and blocks, boom vang and Cunningham, two winches, forward hatch.

Spars and rigging: Tapered mast, spreaders, boom with exit boxes, spars anodised. Stainless steel stays with Graham rigging screws. Topping lift, main and jib halyards, outhaul, two reef lines in boom, lifelines with back buffers threaded to stanchions.

Construction: Fibreglass; chopped strand and woven rovings over Coremat core. Deck has Divinycell foam in large flat areas and curve of cabin top to save weight.

Price: Sailaway with above equipment, \$32,000 to \$33,000 approximately.

Options offered: (supplied and fitted) Include forward panelled bi-fold doors, galley bulkhead, locker doors, angled crockery locker, bunk trims and lockers, steps, hanging locker door and shelves, chopping board, window trims, seat back/lockers, knife box drawer.

Full front runner interior finishing fabric, or combination of front runner and high-relief paint. Squabs including back rests and piping, carpet.

Marine toilet, either chemical Portapottie or Sealander head with skin fittings, valves and hoses.

Galley fitout with water pump and tank, sink waste and skin fittings, with hoses. Two-burner stove with griller, gas bottle, hoses, warning sign. Roll-out insulated foodbin incorporating drop-leaf wooden table and step.

Saloon lights, galley light, wiring, switchboard, fuse box, battery box and battery, navigation lights.

Outboard rise and fall bracket, self-draining hose from fuel locker (6hp-8hp outboard recommended).

Spinnaker gear, including sail, two winches, all clutches, all sheets, downhaul, halyards, pole.

Trailer: dual axle with Durotorque suspension and Trojan disc brakes.

Designer: Greg Elliott.

Builder: Elliott Type Yachts, Auckland, NZ.

Australian agents: Elliott Type Yachts 50-54 York St, Sydney 2000; Airite Marine, 1-3 Lennox St, Moorabbin, Vic 3189.