

SOUTH COAST 22

By PETER DABBS

The trailer sailer type yacht first made its appearance in the early 1960s. Since then we have seen all sizes from little 12-footers to well into the 30ft plus range.

As well, we have seen monohulls, catamarans and trimarans. Many have come and some have lasted the distance, while others have fizzled out, leaving orphans floating around our harbours or parked on trailers in back yards.

But one has been around for some time and continues to attract buyers. This is the South Coast 22. We took one out for a trial run recently on Pitwater on as nasty a day as you would wish to avoid.

It was either drizzling with rain or teeming down. The wind ranged from nothing to 20-knot gusts, and swung through 90° or more.

If you can enjoy sailing in these conditions, not only must you be quite mad, but the boat must be good. The boat was good, and we did enjoy ourselves.

Trophy winner

Usually we review new boats and can only depend on experience to forecast their durability. This boat was six years old and its condition was a credit to both the owner and builder.

It has been used more than most, and trailed around the countryside to participate in the TYA Traveller series. In fact, it won the Kinnears trophy last season.

The 22 was not designed specifically for one particular purpose. The idea was to conform to the basic principles of the Trailer Sailer concept, with comfortable accommodation for a family overnight, or for short cruises, while putting up a creditable performance.

The class is now over seven years old, with over 40 boats sailing, and orders still coming in at a steady pace. Obviously, it is the type of boat that buyers are looking for.

The rig is simple, with forestay, shrouds and no necessity for backstay. The headsail is a self-



The boat sailed fast on all points.

tacking jib, and a genoa can be flown when racing.

The main is quite big and will require attention to the traveller when used in heavy conditions with the jib. But it is a very stable little boat as we found when gusts swung through 90°, catching us abeam when sheeted hard for working.

At no time did we feel uneasy. She is fitted with a drop keel that is raised and lowered from the cockpit hydraulically, and there is a gauge on the casing, visible from the cockpit, to show just how much keel is down.

Large cockpit

The deck layout is good, with a small anchor well in the foredeck. Sidedecks are of necessity narrow but still quite adequate.

The cabin has a wedge shape to the forward end and is in keeping with modern design. The cockpit is large to accommodate a family when out for a day's fun.

It is self-draining, and has a bridgedeck to stop water flowing into the cabin. A traveller is a little forward of amidships, with control lines either side.

The seats are a little far apart when bracing yourself on a heel, but then I am short. Maybe it is OK for a taller person. There are lockers aft in both seats.

A retractable outboard bracket held a 6hp Johnson on our boat, which drove it along at a good speed.

The sails on this boat, which was sailed by its owner, John Koring, and his normal racing crew daughter, carried sails by Keith Brown, and was fitted with Barlow winches for both sheets and halyards.

All gear is led back to the cabin roof and is accessible from the cockpit. The deck and hull join is extremely solid, with overlapping double flange. A small toerail gives good footing.

The hull is laid up in solid glass and has stood the hard life well, looking every bit as good as when it came from the factory six years ago.

Below deck

The layout below deck is good, with V berths forward to sleep a couple of children in comfort. Just aft of these, to port is the toilet area, enclosed on two sides by the hull and keel casing, and by a bulkhead aft between the galley. It was equipped with a chemical toilet.

On the starboard side is a long settee that continues under the aft sidedecks and will sleep two adults. To port is the galley with spirit stove, sink and plenty of storage space.

Aft of this is a berth that extends slightly under the sidedecks. A wide shelf runs along the hull sides behind all the seats and is padded to act as a backrest. A table with two dropsides is fitted to the aft end of the keel casing, and folds out of the way when not in use.

When dropped into place, it serves as a dining table between the two bunks. All furniture is moulded with the liner running up to deck level. There is a pop-top that gives headroom of 1.85m when raised, and 1.5m when lowered.



The dinette has two dropsides and fits between the bunks to seat four or more in comfort

Sourced, stores and provided courtesy of John Crawford Marine 2012

Durable trailer sailer combines performance with comfort



South Coast retains family fun concept and still gives top racing performance.



The V berth, looking forward along the starboard side.

The bulkhead of this boat was plastered with skite plates from her many successes in TYA events, and we found out why as we raised sail and headed into the bay.

It accelerated well and sailed fast on all points. A self tacking jib is not the best setting sail but, even so, we found she worked high to windward and reached at a good speed.

Light on tiller

Downwind the small headsail left her a little unbalanced, but normally she would carry a spinnaker or genoa in winds at 15 knots or less. If cruising with the family, it is usually better and more comfortable to tack downwind.

She was very light on the tiller and responded quickly and positively. As I said earlier, she was very stable, even when caught unawares by a rogue gust. At times, it poured with rain, but there were no leaks anywhere.

The cabin was snug and dry. And when we got thirsty there was an icebox built into the bridge deck and accessible from both cockpit and cabin.

Although a far cry from the Hartley, daddy of all Australian trailer sailers, the South Coast retains the family fun concept and still gives top racing performance.

There is a South Coast 22 Association that has been successful in keeping the class to the one design concept, which helps to make racing more fun and ensures that the boat retains good resale value.

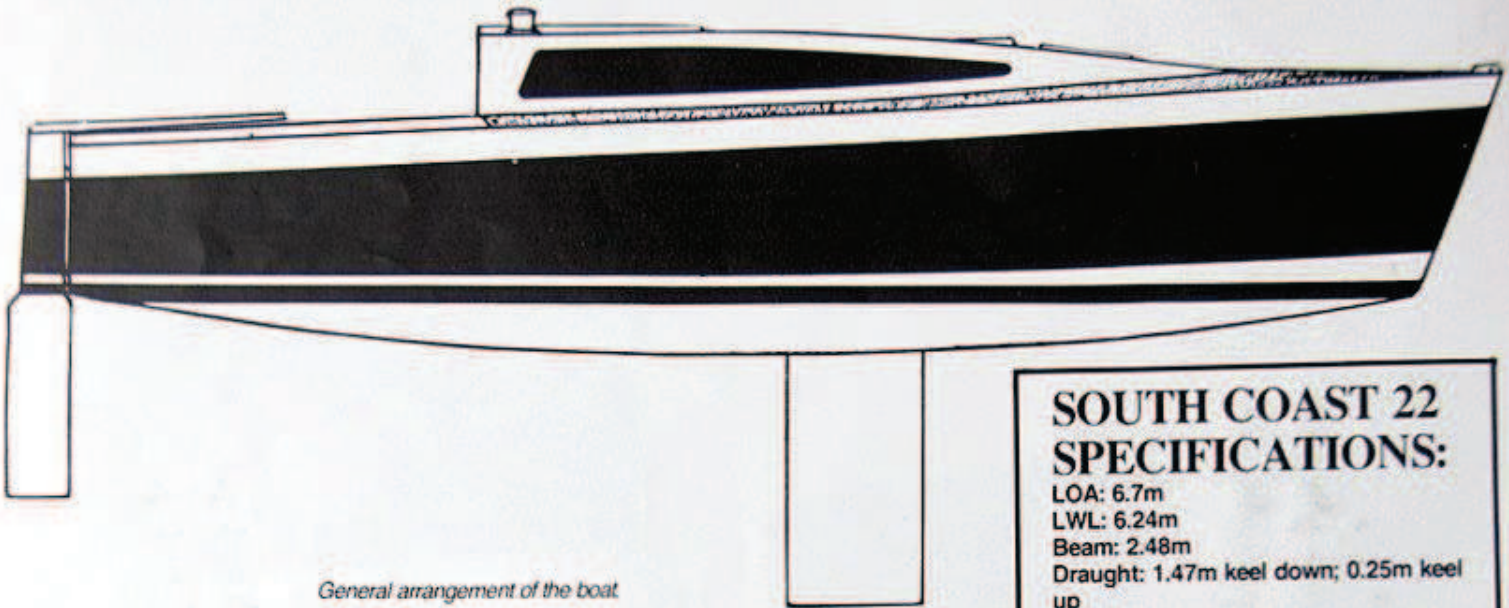
The boat is built and marketed by South Coast Yachts at 6 Doyle Avenue, Unanderra NSW 2526. Phone (042) 71 7844.



The class is now over seven years old, with more than 40 boats sailing.

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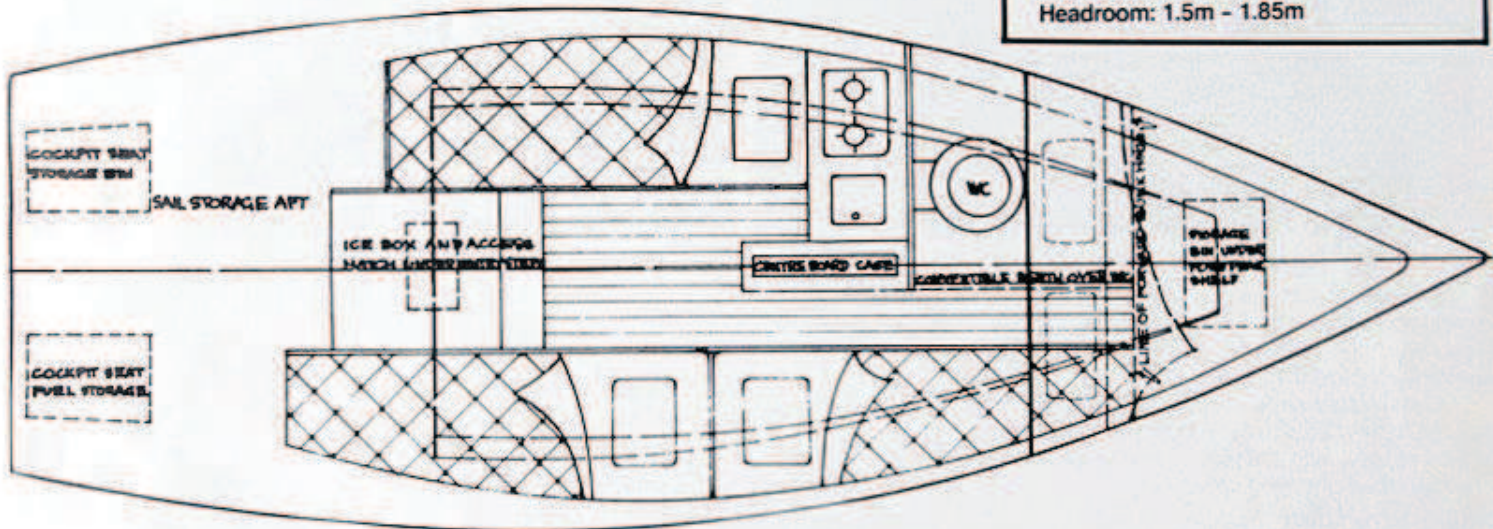
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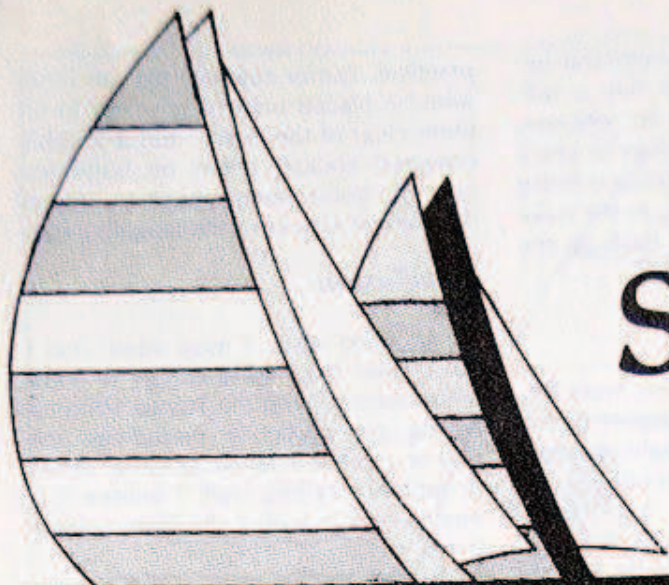
General arrangement of the boat

**SOUTH COAST 22
SPECIFICATIONS:**

LOA: 6.7m
LWL: 6.24m
Beam: 2.48m
Draught: 1.47m keel down; 0.25m keel up
Displacement: 1081kg
Mast height: 9.1m
Ballast: 228kg
Sail area: 22sq.m
Berths: 5
Headroom: 1.5m - 1.85m



Sourced, stores and provided courtesy of John Crawford Marine 2012



South Coast 22

A family trailer-sailer designed by the world's skiff champion is going to be different. It is — and it works . . .

With such an array to choose from, why should another manufacturer come up with another boat to make that choice even more confusing? The answer, of course, is that the manufacturer would reckon his boat is better than the competition, and has a package that appeals to a wider cross-section of buyers. Such indeed is the case with the South Coast 22, a new 6.7 metre trailer yacht from South Coast Yachts. And the builder Rudy Waallens, reckons he has the ace in the hole . . . he asked the five times world champion skiff sailer Iain Murray, to design the boat, and added an interior to appeal to people who wouldn't be surprised if you told them Iain Murray was the Scottish bowls champion of 1947.

Whether or not Rudy's reasoning is right remains to be seen, but there's no doubt the South Coast 22 is an impressive boat and destined to make its mark in this tough area of the marketplace.

For our test we chose the new and excellent launch ramp at Bayview on Sydney's Pittwater. Rudy towed the boat up from Wollongog on a single-axle Tracer trailer, which had been fitted with the correct tyres and springs to take the South Coast's 1081kg load. With the trailer weighing in at 470kg, the all-up towing weight is around 1550kg, depending on the amount of gear inside the boat.

With the rig still in highway trim, the mast overhung the stern by only a few metres. Rudy has worked out a natty arrangement for carrying the spar; a hole drilled in the pulpit accepted the boom gooseneck and locked it down, with the boom vang tied as extra security, and a crutch made out of scrap timber, fitted

into the rudder pintles, gave support at the stern. With the swept-back spreaders nestling over the cabin top, all the rigging could be left loose without it flying around. On the ramp, Rudy put the mast up on his own in about 20 minutes, though I suspect you'd have to have a bit of practise at it.

Design

As mentioned earlier, the South Coast 22 has been designed by Iain Murray to capitalise on his magical ability to make things go. This is not the whole story, as South Coast Yachts designed the interior and collaborated with Murray on the deck. So Murray's prime responsibility is in the hull and the rig.

From some angles, the trailer-sailer looks like a mean-racing dinghy. It has a very fine entry with a razor-type stem, turning to U-type sections fairly quickly and easing out to softly rounded run aft. The deck has cambered cockpit seats designed to level when she's heeled, one of those tapered cabin tops, and

quite rounded sections on the foredeck. Her maximum beam, of 2.49 metres, is reached behind amidships, though the boat is not a "wedge" shape as she tapers back again around the cockpit to end in the straight transom. The cockpit is roomy and has two large lockers — one for carrying the fuel tank, and the other big enough for sails.

There's a pop-top hatch, which when opened, gives a good 1.83 metres (6ft) headroom below, with a smaller sliding hatch inset into it. The first step of the companionway is an icebox, sited so you can grab a cold one without having to leave the cockpit (you'd have to fight with the mainsheet traveller, but that's another story).

Below, the South Coast 22 is well designed and outfitted, with three fixed berths and room in the bow for a couple of kids, so in theory anyway, she could sleep five. On the port side there's a settee berth headed by an athwartships sink and stove unit, which locks into the centreboard case, giving the appearance of an alcove. On the test boat a two-burner metho stove and sink unit was fitted, and though there's no standing headroom in this part of the boat, sitting on the berth while cooking a meal would be no hardship. Behind the sink unit, but in a clearly separated area, is a chemical toilet, with the vee-berth forward again.

To starboard there are two full-sized berths, one tucking under the cockpit. Both the settee berths have cushioned backrests set into the hillsides over the bunks, enabling you to sit comfortably

SPECIFICATIONS

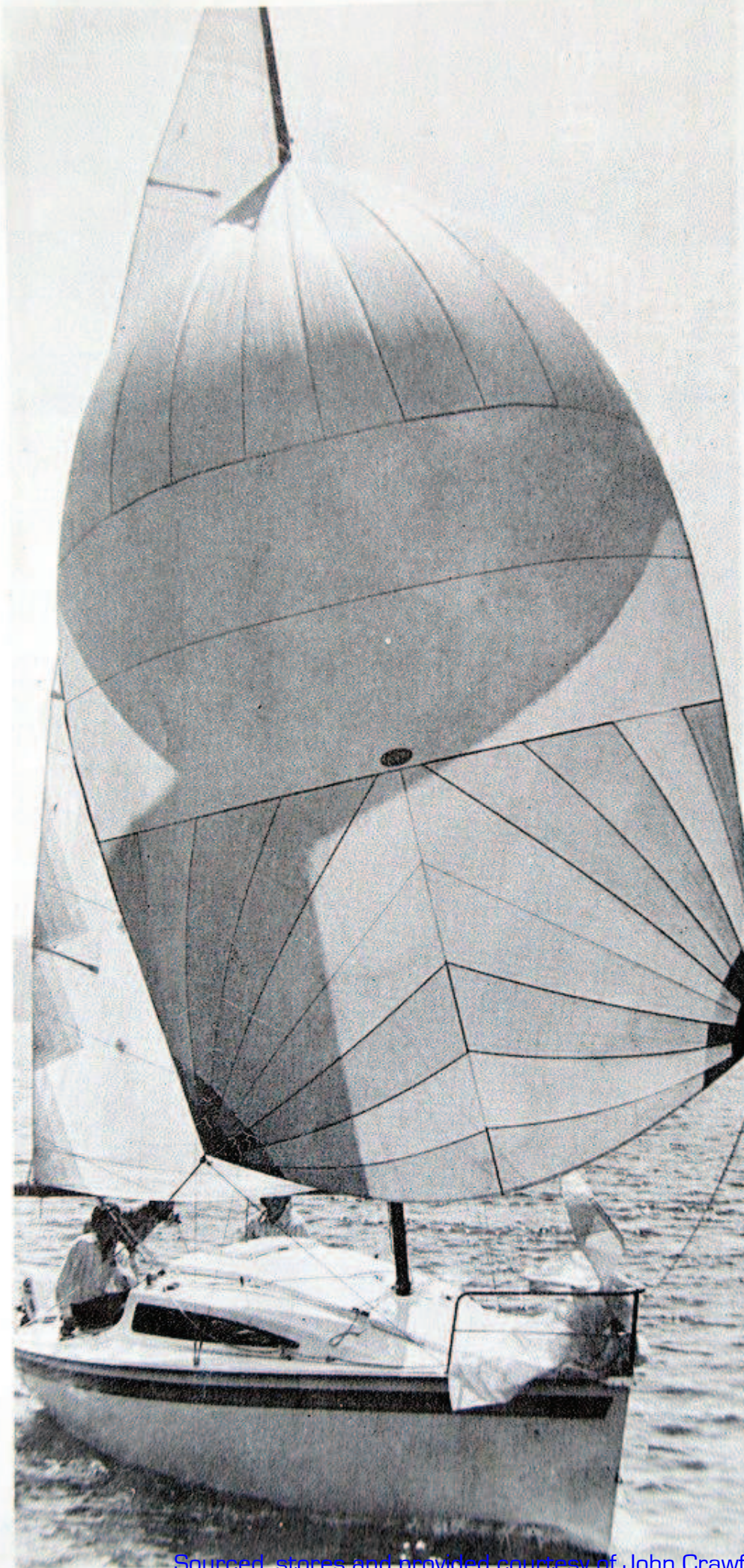
LOA	6.7m
LWL	6.24m
Beam	2.48m
Draft:	
Keel Up	0.25m
Keel Down	1.47m
Displacement	1081kg
Sail Area	12.88 sq.m.

South Coast 22 moves easily through light winds and choppy water, N.S.W.

Sourced, stores and provided courtesy of John Crawford Marine 2012



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in the cabin with your head clear of the deck. On the test boat these looked like something the designer added after discovering you couldn't sit upright. With modifications, they could be turned into glass holders, bookcases, knick-knack shelves or whatever while still retaining their primary function, and the small extra costs would add legions to the below-decks appeal.

As the centreboard case runs the full height of the cabin, it has the effect of turning the living space into two distinct areas — and moves the toilet away from the main saloon very cleverly. Full marks here. The interior is finished with a headliner and all trim timber is teak. The overall effect is of more roominess and airiness than you would believe, looking from the outside. With the pop-top down, there's still about 1.5 metres headroom.

The centreboard is a fibreglass dagger-type hollow plate with internal lead-ballast. It's controlled by a pulley and tackle system on deck, all hidden, with the control line leading back to a jam-cleat. Raising it requires a bit more effort than most mums could muster, though it would be possible to lead it back to the Barlow 16 genoa winch if necessary. The lifting system can be got at by undoing two screws on the cabin roof. With the board down, the boat draws 1.47 metres and when up, 0.25 metres.

The rudder locks into two conventional pintles with the tiller arm a straight lead back to the cockpit. The rudder has a trip mechanism operated by a ball in a socket principle and internal pulleys. If you hit something, or run aground, the rudder trips out of the socket. This happened to us on the way back to the ramp and worked quite effectively.

The hull to deck join on the South Coast is on the same principle as some dinghy construction, with the hull ending in a horizontal lip, to which the deck lip is mated and the toe-rail then rivetted and set in epoxy. This means that if one of the rivets fails, the join still does not leak.

The hull moulding was of a high standard and the deck and cockpit areas adequately supplied with non-slip surfaces. All deck fittings appeared to be properly blended and supported underneath.

Iain Murray's approach to what makes sailing boats go is obvious from just a cursory glance at the South Coast 22's rig. If you took it out of the perspective of a trailer-sailer, and blew it up,

Setting the spinnaker was easy. Note the
Marinebase of the South Coast 22.

Sourced, stores and provided courtesy of John Crawford Marine 2018



you'd have something similar to the set-up on our America's Cup challenger, *Australia*. For a start, the mast bends. The backstay is led through a multi-sheave block and split to both sides of the cockpit, where tackles are taken to the forward end of the cockpit on both sides. This allows you to pull bend into the mast, or let it off, on either tack.

The rig is fractional, with the choice of three headsails, the middle one is 100 per cent and the big one about 120. All halyards and controls are led to the cockpit where there's a bank of cam-type cleats on either side. The mainsheet is on a traveller on the bridgedeck, and restricts access below to an extent.

Performance

The day we sailed the South Coast 22 was very light — barely 5 knots — so this section can only be regarded as an impression.

Firstly, the long shaft Suzuki 3.5kW (5hp) motor seemed more than adequate to push the South Coast 22 along. We were motoring in company with one of the boat's big brothers, the South Coast 36, and the outboard had no trouble keeping up with the latter's big diesel.

Getting the gear up was easy. With all control lines brought aft, you just stand in the cockpit and pull the right piece of string. The main was rolled around its boom, so fitting the headboard into the slot and hauling got both the sail and the boom into place easily.

Sailing in these conditions was effortless. The boat was very responsive to the helm; sailing to windward it was easy to keep the boat pointing as high as the wind would allow, and under spinnaker she was easy to manage and forgiving of the odd lapse of concentration on the tiller. At one stage under spinnaker we were sailing so shy you could lean out of the cockpit and touch the kite. It had virtually become a large overlapping genoa, yet the boat showed no sign of faltering.

We would like very much to sail the South Coast 22 in more telling conditions, as the wind was so light and everything so effortless there was no chance to discover if she had any foibles. I suspect she would be tender in a stiffer breeze, as the hull sections are soft. The layout of the cockpit and the ease of spilling wind by hauling back the masthead suggest the South Coast is designed to sail flat in a blow. Perhaps we'll find out.

One thing about the mast bend control I liked, apart from the fact that it could be applied or eased from either side of the cockpit, was its safety potential for non-competitive family sailors. Putting a reef in a mainsail though made easier today by well-designed equipment, can nevertheless be tricky under some circumstances. Without too much effort I was able to pull the mast head back about 250mm — and that flattened the sail out so much it would have the

Cockpit coamings are designed to sit on — a welcome change.

same effect as taking in a small reef. This is a safety factor I doubt if even the designers realised they'd achieved at the time, because obviously its primary purpose is sail trimming under racing conditions.

Conclusion

Iain Murray's pedigree as a racing sailor suggests there are far more subtle tricks to the South Coast 22 than this cursory look would reveal. But even the fastest of yachts only gets to that position by tuning and refining. The South Coast 22 is too young yet to reveal her potential as a racing man's boat, but let us simply say she appears to have that potential, and certainly she has features for not so competitive sailors in terms of general comfort and efficiency.

