



THE AMITY CLASSIC

A new solution to an old problem, achieved by the application of both classic and modern yacht design principles.

BACKGROUND

Two years ago Euan MacDonald from Australiawide Boat sales at Manly was going through a process familiar to many dedicated sailors. He needed to better fit his passion for sailing into his changing family life. As a yacht broker Euan had immense experience of the types and capacities of yacht designs, both old and new. He wanted a multipurpose vessel that suited the sailor who valued sailing for its own sake as well as sharing sailing and overnighting with family and friends. He was very aware that with the complexity of modern life sailors are often time poor and that a suitable design would need to be sensitive to this fact. It was also clear to him that he was not the only enthusiast in this position. He decided that the way to get what he wanted (and provide it to others) was to work from the ground up. In addition to his own ideas Euan made use of the skills and experience of several local sailors to arrive at a design brief for what is now the Amity Classic.

THE DESIGN BRIEF

In broad terms the vessel was to be a low maintenance robust fibreglass yacht that was safe and of a classic heritage.

Euan assembled a comprehensive design brief for internationally recognised yacht designer Barry Colson. Barry is based at Bribie Island and has had a very hands-on approach to the project.

The brief was that the design should be:

- Aesthetically pleasing in a classic style
- Light enough for a mid-size car to tow
- Easily trailed, rigged, launched and retrieved
- Easy to sail solo
- Intrinsically stable so as to be comfortable for less experienced sailors and children
- Self-righting and self-bailing without a bilge

- Unsinkable with discrete floatation chambers
- Able to sail well across the wind range
- Light and easily driven so a small outboard would suffice as motor power
- Comfortable for six adults to day sail
- Have adequate dry storage and camping accommodation for four
- Shoal water friendly and safe to beach with hinged centreboard and rudder blade
- Built of low maintenance modern materials
- Able to be fully locally produced
- Affordable
- Inclusive of a foil shaped lead ballast centreboard for optimal sailing performance
- The final materials and component specifications to be of the highest quality

FIRST IMPRESSIONS

The Amity Classic answers every element of her brief. When first seen you could be forgiven for thinking the boat is simply a fibreglass Couta Boat, with its gunter rig, however the real influences behind the boat were the old Moreton Bay Netting boats, and their cousins the Mullet Boats of New Zealand. Unlike the much deeper fuller Couta Boat hulls, the Amity is relatively flat bottomed. The advantage here is the boat can be floating in 200mm of water with the keel up.

It's hard to say when you look at the 20ft (6m) hull whether the boat looks like a really big day-sailer or a small yacht. What it does do well is bridge the gap between the two types of boat. It's incredibly broad which makes the cockpit truly enormous. It is obvious that you could easily sail with six adults and not feel cramped. The hull is built to maximum beam for trailering on a road (2.5m) and the length is 6m (20ft) on deck. This length is consistent with a

commercial application of the yacht as an off the beach hire boat or resort boat without the costly survey requirements that apply to longer vessels.

With her dark timber gunnel, and tiller, her silver rope rubbing fender her Oregon spars and high quality Garhauer fittings she oozes charm and quality.

GETTING TO AND FROM THE WATER

At a little less than one tonne with trailer the Amity can be easily towed by a medium size family car. Her boom and gaff both fit inside the cockpit and her mast hinges on its tabernacle such that its heel is fixed to the boat and its peak lies on a small crutch on the transom. The rig is Dynex,

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above from left:

Oregon bowsprit with stainless steel fittings and furler. Spacious cockpit with large hatches to sealed forward hold.

Custom made stainless steel mast step with belaying pins for halyards.

Large foredeck 2.1m long is great for sitting or sunbathing.

left: Easily driven hull sails relatively flat thanks to the boats' beam and heavy lead keel.

above: Wide side decks and foredeck give lots of seating options when sailing.





There are no slides, tracks or shackles to cause trouble. The whole process is quick and painless even for a sole operator

stronger than wire and soft on the hands and the boat surfaces. The short main mast is easily raised and lowered by one person using the jib halyard to assist the lift and secure the mast until the forestay is laced. There is no gooseneck, the more traditional boom jaws with a rope tie are quick, easy and functional. The gaff jaws and the mainsail luff are attached with rope as well. There are no slides, tracks or shackles to cause trouble. The whole process is quick and painless even for a sole operator.

SHOAL WATER FRIENDLY

Having launched the Amity, the sailor lowers the centreboard and rudder-blade. The centreboard is 150kg and its operation is managed with a small dedicated winch mounted on the forward centre-case. The rudder blade is very light and is managed standing at the aft cockpit. It is secured up or down by a simple endless line. With blades up she can float in 200mm of water.

above left: Timber and rope gunwale really make the Amity Classic stand out and ooze charm.

left: Anchored up the Pumicestone Passage the crew taking a break.



SAFE, STABLE, COMFORTABLE SAILING WITH GOOD PERFORMANCE

The ballasted foil centreboard assists the windward performance of the boat and contributes to this being a very stiff and stable boat. The huge storage compartment ahead of the main bulkhead is sealed. The cockpit floor slopes gently aft and allows the cockpit to be self-draining. The space between the cockpit floor and hull is completely sealed. The broad flat underbody of the Amity also makes her intrinsically stable. Euan placed great importance on the design providing comfort and a sense of safety to novice sailors and children. The design does that but also allows the experienced skipper to push the boat to very impressive performance in a stiff breeze if desired. Many small yachts incorporate a hard chine into the hull which is easier and cheaper to build but can often mean the boat is less stable when it starts to heel. The Amity is smooth sided with large beam and a tight turn in the bilge, offering a very pleasing clean line but most importantly a stable platform for sailing. The Amity has as described a collision bulkhead and several separate buoyancy chambers. The bow section and mast step are heavily reinforced, the vessel self-rights and the cockpit is fully self-draining. An Amity owner can be assured there is vast redundant safety in this design. For a yacht to be safe it must be of solid construction. When asked about construction standards a smiling Euan told me the boats are made of 'SOLID' fibreglass. Well, let's just say the hulls are reassuringly thick. If you're ever at their facility at East Coast Marina, just ask them to show you a hull core sample, it's truly impressive and it is nice to see a builder overbuilding for a change.

UNDERWAY

Heading out of the harbour it is obvious the hull is easily driven. This boat is powered by a 4hp 2 stroke Mercury pushing it along at 5kts with about 3/4 throttle. Given a fuel consumption of a little over a litre an hour a small (12.5L) external tank will motor you home in a calm from a distance

Single axle braked trailer can be towed by a normal car.



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of 50nm. A small electric outboard would do well as motor power for short range use to and from the boat ramp.

The mainsail is a simple gunter rig, as well as allowing ease of rigging at the boat ramp, the rig has a classic aesthetic and is also a low aspect rig. This adds to the boat's stability. When raising the gaff the throat halyard and gaff peak halyard are pulled together keeping the gaff horizontal. This may sound complicated but it is not. With the gaff horizontal the top 40% of the main cannot develop any power. This allows the crew to tie off the throat halyard without load in the sail and then tighten the peak with ease. One of the Amity Classics has found a home on the Gold Coast Broadwater and her owner usually sails solo. He reports no difficulty with setting sail in these confined waters. Reefing the main in conditions over 20kts is achieved with slab reefing.

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The headsail tacks on a small furler, so after the main is set a simple release of the furler line and pull on the jib sheet has the boat under full sail. The sheets are trimmed via 2 x Harken winches and simply made off to a cam on the cockpit coaming. It is rare under 20kts to need a winch handle. Arm strength supported by a single turn on the winch suffices. The mainsail is controlled from one single cam cleat in the centre of the cockpit right in front of the helmsman, so with jib and main sheets so closely located, it is a very easy boat to sail single handed. The boat is so responsive that it is common to play the sheet as you would



above right: The distance from floor to the side decks makes seating very comfortable.

right: Sailing with four adults on board.

in a dinghy.

The vast open cockpit, the wide side decks and smooth coaming makes roomy, comfortable seating for sailing. The design has allowed for easy movement in the boat. Your crew and passengers will not be tripping all over each other. In many ways she's as responsive as a dinghy, but reassuringly doesn't need to be ballasted by hiking out. The Amity tacks well within 90° and sailing to weather in 10kts of breeze reached 5kts in flat water. Off the breeze the boat powers up and readily mounts even small waves. The boat does sail quite flat, but that's what it was designed to do



Ghosting along in a very light breeze – Euan with his Jack Russell 'Moo'.

DO YOU KNOW WHERE YOUR BOAT IS? Is she secure..? Still afloat..? Are you sure..?

Imagine you had a vigilant crew member aboard your boat 24hrs a day, 7 days a week whose only job was to monitor your bilges, pumps, security, and your boat's position on the planet, and report anything out of the ordinary to you. Imagine now that if something really urgent required attention and you weren't in a position to do something about it your ever diligent crewman would intervene on your behalf and keep you informed of his progress. With the recent release of the **MAVRIC Systems** range this level of protection for your boat is now a reality! What's more, it can be achieved for around a dollar a day, and your insurer could be so impressed that they would subsidise that cost!

This product range is unique in both its coverage, and its features. Even the base model will monitor mains power, multiple battery banks, multiple bilges, unauthorised access, and GPS position. This same model will take executive action and activate multiple Emergency systems if an urgent event occurs. You can even remotely turn on a light to discourage would be thieves, or simply to find your boat easily in a crowded anchorage at night.

Although there are several other devices available NONE offer any real benefit for those of us in Australia. EVERY OTHER SYSTEM available operates on the GSM mobile network meaning there is essentially NO COVERAGE ON THE WATER IN AUSTRALIA! There are basically three mobile phone carriers in Australia, Telstra, Optus, and Vodaphone. Of these only one offers a suitable network for mariners. Telstra's Next-G network (don't be confused with 3G or 4G branding) will give coverage many miles out to sea and nothing else can match it! The MAVRIC range is the only system of this type capable of using this network ... Take the time to look at the coverage maps for yourself and I'm confident that once you see the difference you'll understand why **MAVRIC** is the only logical choice.

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Amity Classic Specifications

Materials	Each boat is hand made in Australia.
Hull	Fibreglass built to highest quality standards
Deck	Fibreglass
Keel	Lead ballasted foil swing keel encapsulated in fibreglass and housed within a fibreglass centre casing.
Spars	Timber – Oregon
Toe rail	Mahogany and 48mm silver rope
Tiller	Jarrah
Rudder	Fibreglass with Oregon core
Deck Hardware	Gerhauer
Standing rigging	Dynex
Running rigging	Double braid polyester
Measurements	
Length overall	23ft
Length on deck	20ft
Length waterline	20ft
Beam	8ft 2 inches
Draught	1ft 6 inches – 4ft
Displacement	730kg
Sail Area	The boat comes complete sail away with a set of good quality white Dacron sails from UK Halsey. Mainsail and jib measure a combined 22.5sqm
Rig	
Spars	All handcrafted by our experienced shipwrights in Oregon incl bowsprit, Samson post, mast, gaff and boom, finished in Allwood varnish – an Awlgrip product moisture cure polyurethane which provides unsurpassed UV protection and is a single pot varnish and easy to overcoat and maintain.
Standing rigging	Dynex (stronger and lighter than S/S and importantly doesn't scratch your boat when hoisting and lowering mast)
Hardware incl turning blocks and cams are all by Gerhauer.	
Mast tabernacle, chain plates, traveller and mast fittings are all custom made in 316 stainless steel.	
Running rigging - Double braid polyester	

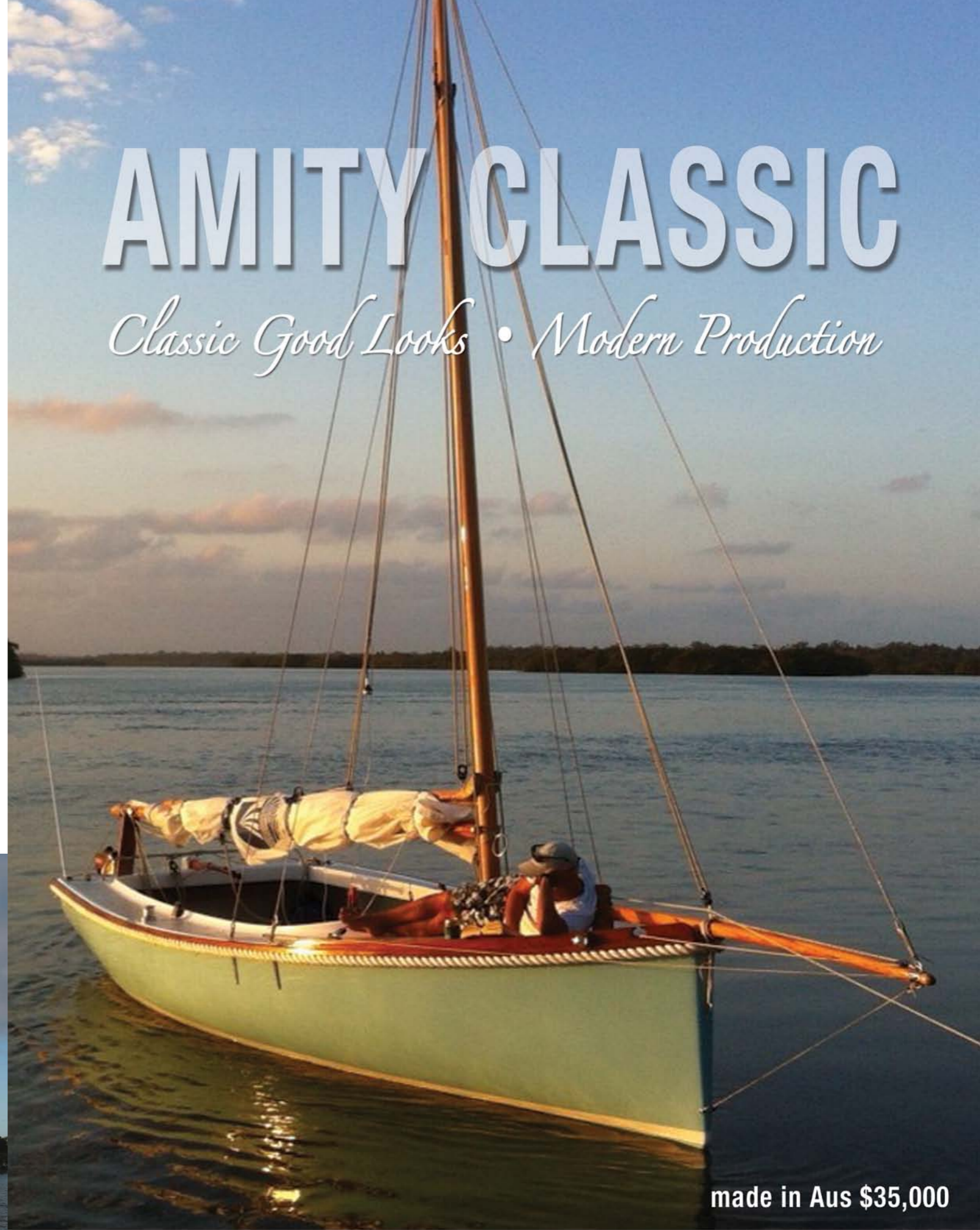
and it would require a conscious effort to get a gunwale wet. With the sails properly set, the helm is extremely light. With the occasional gust providing a touch of weather helm, it is obvious the boat is set up for true sailors.

DAY RECREATIONAL USE AND CAMPING

The boom extends the full length of the cockpit so the boom tent / awning provides shade for the entire cockpit. In inclement weather the addition of a waterproof swag would seem prudent. Each side of the cockpit floor is wide enough to take a self-inflating camp mat or a swag. If rain does get into the boat the self-draining design means you will not find yourself awash. The forward compartment is accessed by a large waterproof hatch and provides more than enough storage for overnights away. The cockpit is so big that a large esky can be placed against the forward bulkhead or against transom or against the centre-case. In any of these positions it will not interfere with sailing the boat.

SUMMARY

Euan envisaged a pretty classic boat that sailed well. He also wanted a boat that was family friendly, safe, stable and roomy. Importantly it was to be quick and easy to rig and unrig. The Amity has succeeded, it is one of those rare boats that can be many things to many different people without compromising its features or performance.



AMITY CLASSIC

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