

On test



Christel Clear



YWH35

If subtlety is the key to the Elan 36, the same could be said about one of Rob Humphreys' latest designs, the first *Yachting World* H35 to be launched.

Havoc hit the water just in time for this year's Commodores' Cup. She comes from a fast growing, but young family of boats inspired through the innovative Prefix build technique of which much has already been written about in this and other magazines.

BEHIND THE SCENES

For those who have somehow missed this fascinating new building method, the Prefix system utilises the benefits of laser-cutting marine grade plywood panels accurately to form an easy and more cost effective means of producing the structure of a yacht.

In fact, so precise are the cut shapes that the early parts of assembly mean all that is required is simply to slot together the various components and watch the self-jigging structure take shape.

The YW H35 uses this build system for her entire structure and only differs from others in the Prefix range in that her hull skin is strip-planked cedar, sheathed in glass, instead of the more normal plywood panels. As with the others in the range, her coachroof and bow sections are glassfibre mouldings, ensuring that all the curves are in the right places.

And on the subject of building, Alesco Yachting, the official agents for the YW H35, employed east coast based R J Prior & Sons to

build their prototype, although the nature of the Prefix system should allow any competent boatbuilder to complete the task.

ON DECK AND UNDER SAIL

The YW H35 is designed as a cruiser-racer and the order in which you arrange these two words will differ depending on your perception of what constitutes a racing yacht.

Amid the stripped-out, high-topsided, IMS-type yachts, with their superfine entries and ample transoms, she certainly looks tame and an easy boat to handle. To those more

used to an extra nought on the displacement figure, she will, however, look racy.

So, with an imaginary foot in both camps, we went to find out how she behaved afloat, on a day that provided everything from flat calm to 20 knots true.

A simple trench cockpit, with tiller steering and a mainsheet traveller across, makes for a straightforward, conventional layout. Just four winches control the entire boat: a pair of two three-speed Lewmar winches and two 40ST secondaries by the same manufacturer.

The arrangement works well as there is plenty of space for the crew, although it did take a while to get used to the non-self-tailing winches when tacking.

Because the rig is a masthead configuration, her running backstays operate more as checkstays, controlling the fore and aft bend in the mast and hence altering the shape of the mainsail. A coarse and fine-tune block and tackle system means that the controls can be led back to the mainsheet trimmer's position, making it quick and easy for him to change gear as the conditions vary.

The effect can be felt immediately on the helm, in virtually any wind strength, and is the first indication that, although she could be easily cruised by a few crew, this boat's heart and soul lies in performance sailing.

If, on the other hand, hoisting the sails requires too much effort for an afternoon's cruise and you'd rather stick the engine on, this boat's performance will be about as much use to you as an off-road vehicle in a superstore car



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All photos this page, *Havoc* sailing upwind in light airs. During our trials the sea breeze built and forced us to change to a No3. Never did she feel a handful

Technical data

Designed by

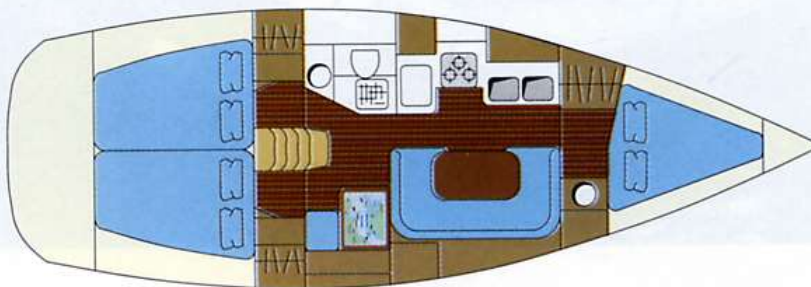
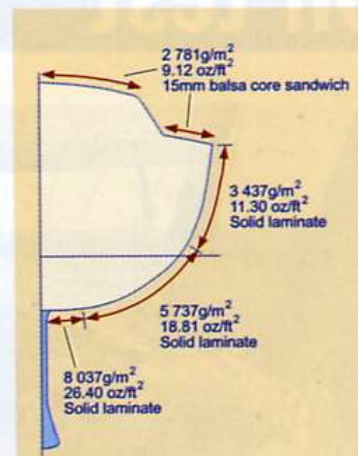
Rob Humphreys Yacht Design

Built by

Elan Line d.o.o. Marine. 64275 Begunje
na Gorenjskem Slovenija Tel: +386 64
7510. Fax: +386 64 751 386

Marketed in the UK by

Central European Yacht Sales, 126
Terregles Avenue, Glasgow G41 9DQ
Tel/Fax: 0141-423 5958.



Stowage factor: 3ft³ per person for stowage of personal effects. Factor is shown as a percentage of total volume.
Pounds/inch (kg/cm) Immersion: How much weight it takes to sink the boat parallel to DWL.
Prismatic coefficient: The ratio of volume to displacement to a volume of

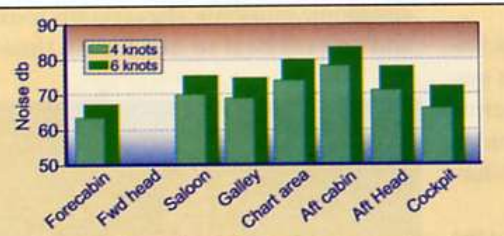
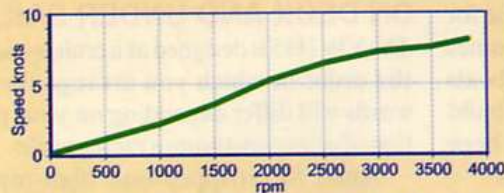
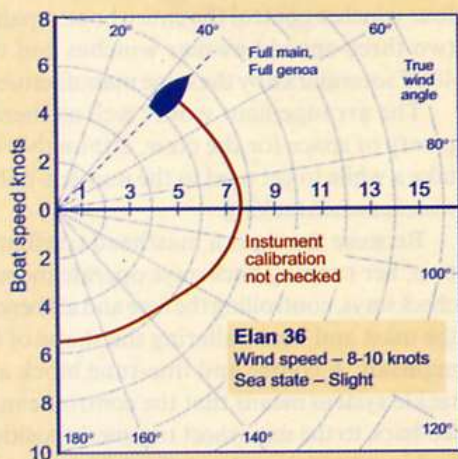
LWL and the maximum cross sectional area below the load waterplane. An indication of hull fineness or fullness
Polar diagram: Shows the optimum close-hauled angle to the true wind. Also shows speed attained on all courses. Important – consider in conjunction with

the true wind speed during the test.
Sail area: displacement ratio: This ratio gives some indication of power available. Higher numbers = greater performance.

$$\frac{SA(ft^2)}{(Disp(lb) \div 64)^{0.666}}$$

Ballast ratio: A comparison between displacement and the weight of the ballast.

Displacement:waterline length: Performance indicator. Low numbers = higher performance. $(Disp(lb) \div 2240) \div (0.01 \times LWL(ft))^3$



COMPARABLE BOATS

	ELAN 36	DUFOUR 35	GIB'SEA 364	JEANNEAU S/O 36.2
LOA	10.69m	35ft 1in	11.28m	36ft 1in
LWL	9.27m	30ft 5in	9.60m	31ft 6in
Beam	3.58m	11ft 9in	3.66m	12ft 0in
Draught	1.91m	6ft 3in	2.01m	6ft 7in
Disp	5,500kg	12,125lb	5,987kg	13,200lb
Ballast	2,270kg	5,004lb	2,495kg	5,500lb
Sail area	60.48m ²	651ft ²	506ft ²	646ft ²
Berths	6	6	6	5-7
Engine	Yanmar 3GM	Volvo Penta	Yanmar 3GM	Yanmar 3GM
Power	21kW	28hp	20kW	27hp
Water	256lt	400lt	300lt	66gal
Fuel	90lt	20gal	118lt	26gal
Sail area:disp	19.7	17.5	18.5	16.0
Disp:LWL	192	204	189	194
Price (ex VAT)*	£67,000	£68,990	£83,326	£75,099

Technical data

Designed by:

Rob Humphreys Yacht Design

Built by:

R.J.Prior & Son (Burnham) Ltd.

Marketed in UK by:

Alesco Yachting Ltd, Unit 6,
Lymington Yacht Haven,
Lymington, Hants SO41 9PY Tel:
(01590) 674043. Fax: (01590)
672913.



Above, the simple interior comprises a double forward cabin, an enclosed head, symmetrical saloon, navigation station to starboard and galley to port. Further berths are sited under the side decks aft

park. The YW H35 is a boat that likes to be sailed, tweaked, trimmed and no doubt pushed when the going gets tough. This you can feel from the minute you take the helm.

In light breezes with the spinnaker up, each small puff of breeze had her accelerating smartly enough to bring the apparent wind direction forward, keeping the trimmers busy.

In stronger winds, she tracked well, clocked up good speeds and remained easy to handle.

BELOW DECKS

If this all sounds a little too brisk and yet you are looking for a smart little mover capable of cruising and racing, her overall looks should be enough to tell you that she is not the bare-bowelled, flat-out racer that she is capable of competing against.

Below decks she has been designed with at least some comfort in mind, although when we sailed aboard *Havoc* her interior was unfinished.

A simple layout of parallel settees, pilot and quarter berths means that you can sleep three to windward as well as having a further two berths in the forward vee-cabin.

CONCLUSION

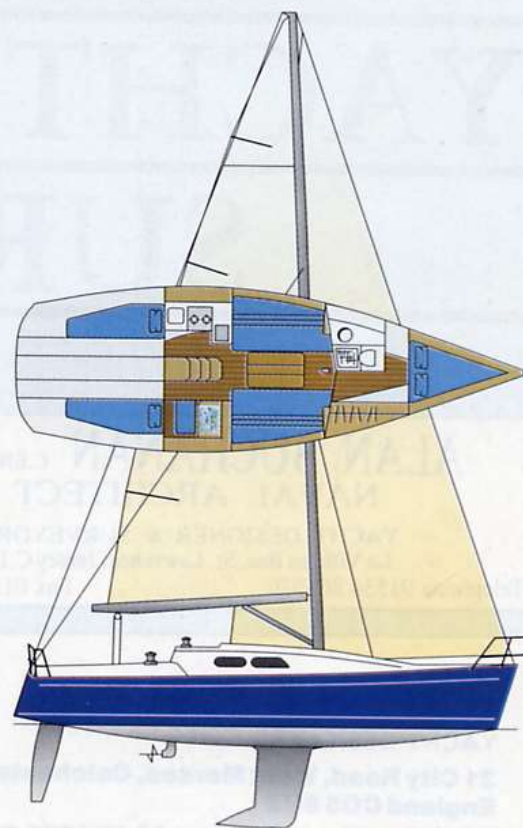
Modern designs conceived entirely for racing are now coming back onto the scene. For IMS or CHS fleets, the racing scene has become a more exciting place, borne out by the increasing support for events like the Commodore's Cup. There is a downside, though – cost.

Exciting, one-off or limited production racers cost money, and plenty of it when compared with the more modest costs of adapting a standard production cruiser-racer for the race course. The trouble is that campaigning a quick and responsive racing boat is for many sailors half the fun, but double the money.

So the aim of the YW H35 is to combine race course performance with enough comfort for cruising, yet all at an affordable price. Her basic completed price of £79,500 ex VAT, sails and instruments gives her a head start on price.

Costs can be trimmed even further if you are prepared to shop around for a builder, or even consider producing part of the boat yourself, as the YW H35 is supplied in kit packages.

So although she may look modest from just about every angle, there is plenty about her price and performance to boost her appeal. □



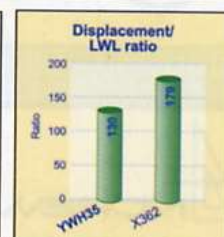
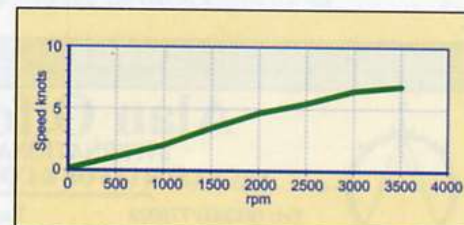
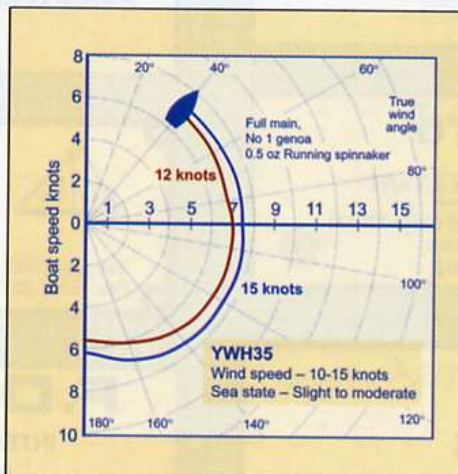
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Displacement:waterline length: Performance indicator. Low numbers = higher performance.

$$\frac{SA(ft^2)}{(Disp(lb) \div 64)^{.666}}$$

$$\frac{(Disp(lb) \div 2240)}{(0.01 \times LWL(ft))^3}$$



COMPARABLE BOATS

	YW H35	X362	X362	
LOA	10.64m	34ft 11in	11.00m	36ft 1in
LWL	9.50m	31ft 2in	9.32m	30ft 7in
Beam	3.43m	11ft 3in	3.48m	11ft 5in
Draught	2.16m	7ft 1in	1.91m	6ft 3in
Disp	4,000kg	8,818lb	5,200kg	11,464lb
Ballast	1875kg	4133lb	2,250kg	4,960lb
Sail area	56.76m ²	611ft ²	57.88m ²	623ft ²
Berths	8		4-6	
Engine	Volvo Penta MD2020		Volvo Penta MD2020	
Power	14kW	19hp	15kW	20hp
Water	150lt	33gal	182lt	40gal
Fuel	75lt	16gal	82lt	18gal
Sail area:disp	22.9		19.6	
Disp:LWL	130		179	
Price (ex VAT)*	£79,500		£88,950	