



Sweet Sister

The newest one design offers similar performance and comfort to her bigger sister. By Bob Ross

SYDNEY Yachts is well positioned to successfully run off its prolific Sydney 38 one-design class with the new Sydney 32 one-design racer/cruiser.

By the time of the 32's launching to the market at the Sydney International Boat Show, it had sold six, with a commitment also from Sydney Harbour operator Eastsail to take ten into its fleet.

Two days after the show ended, in a seven-knot breeze on Pittwater, I found the boat sails with similar characteristics – ease of steering, handling and speed achievement – to the 38.

In some of the accommodation features, the 32 even surpasses the 38. It has a bit more headroom, comparatively larger galley unit and a more attractive double quarter berth arrangement aft, with bookshelves and lights over the berths.

The quality of build and finish is out-



standing. You can see the benefit here of refinements made through the production line process at Sydney Yachts' South Nowra factory that has produced more than 50 Sydney 38s and is still rolling them out.

Throughout the marketing of the Sydney 38, Sydney Yachts became aware of the demand for a smaller boat following the same concept. There were people who liked the boat and the one-design concept but did not want to get into that size of boat for financial reasons or wanted a boat that could be effectively raced by five or six people instead of eight or nine.

So the Sydney 32 was conceived, to be good performer with a big cockpit, but with a practical and good-looking interior that would ensure strong resale value. "We see this as a great feeder class for the Sydney 38 as people move up the line," says Martin Thompson of Sydney Yachts.

The boat, complete with sails by Hoods and instruments, as pictured, has a price tag of \$250,000.

Down below, the neatly worked shiplap teak lining on exposed topside areas, teak timber trim on the furnishings, a teak table with satin finish add quality to a roomy, well-ventilated, open plan interior.

Sydney Yachts has responded to market demand inspired initially by the big-name imported boats. Thompson says: "With the Sydney 38, we found that people appreciated a nice level of finish in the boat. Although they may no longer have the time to spend weeks away cruising, they certainly enjoy the option of having a weekend away on the boat or enjoying a drink down below with their friends after racing.

"A lot of the sailing is becoming corporate based where people take along business acquaintances and friends. We see a

Upwind in light air, boat speed was close to wind speed.



provision for navigation, performance and communication instruments. "We worked hard on having a good nav station in the boat," said Thompson. "We think it's something owners want to have."

To port is an L-shaped settee around the table. The settee cushions, of medium density 100mm foam, are covered with fabric of the owner's choice.

The fibreglass-moulded cover for the 18hp Yanmar diesel is low profile and topped with a fiddled teak surface that serves as a useful shelf for bits and pieces

LEFT: The cockpit not only had seats, but cushions!

BELOW: Sail area to displacement ratio is slightly larger than the Sydney 38's.



within convenient reach of the tubular aluminium companionway steps.

The double quarter berths aft have ports for light and air opening into the cockpit, lights over and bookshelves recessed into the engine box moulding. The topsides outboard are shiplap teak lined and area in general is more inviting than usual.

Headroom of 6ft 2in, compared with 6ft for the Sydney 38, is achieved by a relatively higher cabin top. The deckhead is coated with sprayed matt textured finish for a neat result. The flooring is teak and holly faced.

Construction

Construction at Sydney Yachts' ISO 9002 certified factory exceeds the ABS standard

lot more girls sailing in twilight races. They need to come downstairs, have it present well and have a bathroom.

"So we've tried to put enough interior into the boat so it is very functional.

"Australia has a hotter climate than in most northern hemisphere venues. Boats need a lot more ventilation to be well used down here. So this boat is a lot more open than you would find in traditional cruising boats."

Open layout

To retain an open-plan layout, based around a generous saloon area, designer Murray, Burns & Dovell and Sydney Yachts dispensed with the conventional forward vee berth arrangement and placed the main bulkhead further forward.

Directly forward of the bulkhead, behind a door in it, to port, is a Jabsco toilet, hand basin and vanity. To star-

The boat will be raced by a crew of five or six.

board is a hanging locker. Forward of that is an open stowage area big enough to take all the headsails.

Thompson says: "With the vee berth in the Sydney 41s, we found everyone would throw the sails up there, wreck the cushions and run out of storage space. So we've left the area open."

"The other benefit is that you can use the head a lot more readily. With a vee berth up there and an enclosed head, it was like trying to use one on a plane."

A fibreglass module, incorporating both the galley and navigation station, occupies the starboard side of the saloon. The galley has a deep, round stainless steel sink, fresh water foot pump, two-burner Maxie methylated spirits stove, large ice box that is suitable for refrigeration, food and galley equipment storage cupboards and lockers.

The navigation station has a chart table with lid and stowage under, seat and ample





ABOVE LEFT: The main bulkhead is set well forward. A door closes off the forepeak area that houses the toilet.

ABOVE RIGHT: Opened area aft, with double quarter berths port and starboard.

LEFT: Forepeak is free for sail stowage.

ment, mast step, engine mount and rudder bearing for strength and durability.

The chainplates, inspired by America's Cup boat technology, are straps of carbon and moulded into the hull as part of the structure. That means no intrusive knees inside boat and with a pinning arrangement above deck level, eliminates the possibility of leaks.

Sandpaperish non-skid surface is moulded into the deck, coach roof and cockpit. A toe rail is moulded around the foredeck. The boat has an anchor locker in the bow. The stainless steel bow mooring cleat is of the type that retracts into a flush mount when not in use.

The cockpit has seats – even with sheet cushions on the boat at the Show – and is open at the transom. There is room aft, behind the large diameter steering wheel recessed in a well that spans the cockpit, for a guest or two.

The shaft of the balanced spade composite rudder turns smoothly in self-aligning bearings, top and bottom.

The keel is a deep high-tensile high-lift steel fin carrying a lead bulb.

Rig and equipment

The boat comes as a race ready package

with twin-spreader Whalespar rig, Dyform rigging, Lewmar blocks and deck hardware and a running rigging package from Phil Bate that has the best of everything, including Vectran halyards, to help maintain the one-design integrity of the class.

The package includes an hydraulic backstay adjuster, jib-car pullers, tweakers, telescopic rod boom vang.

Owners will not have to fork out for any non-standard items to be competitive.

The Sydney 32 is to have a class association based on the successful Sydney 38 model.

Performance

In the light but steady southerly on the day, the boat showed similar qualities to the 38. It is of moderate displacement; has a relatively big sail plan, with the sail area/displacement ratio slightly higher than the Sydney 38's.

From a tack, it likes to be held bow down as the keel does its stuff and then can be lifted up to a very easy to maintain steering groove. We accelerated from 4.5 knots to low sixes and up to 6.5 knots in 6-7 knots of true breeze.

There is great vision from the helming position over the coach roof and the foot braces were well positioned. Tacking was easy with big wheel and I guess, the bearing system and steering system – chain to Vectran cables around a custom composite quadrant.

You do have to watch out for the end of

and meets the NSW Waterways Authority's requirements for charter vessels.

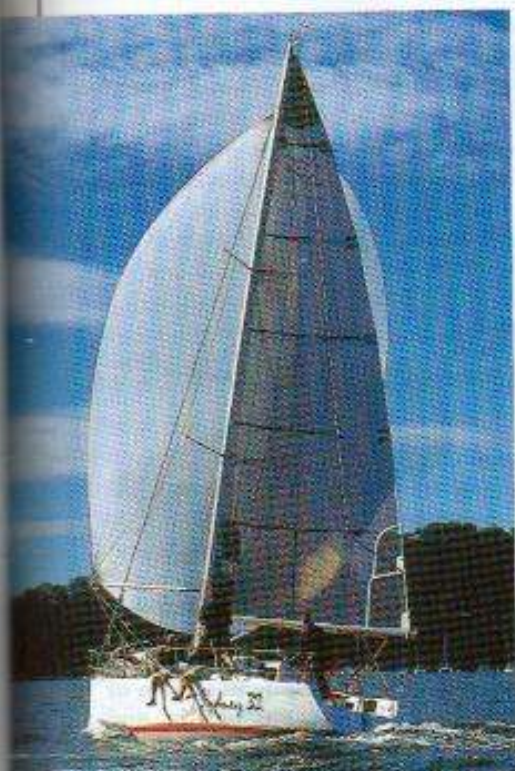
Hull and deck laminates are of fibreglass/balsa laminate using vinylester and polyester resin.

A one-piece fibreglass laminated structural grid incorporates the keel attachment L-shaped settee and table.



Galley and navigation unit.





Powerful under spinnaker.

the boom, which overhangs the wheel at about nose level as you go through tack.

The mainsheet system is end-boom, split 2:1 purchase, leading to the inboard end of the boom and then aft to a pair of two-speed 32 self-tailing winches. The falls can be bounced at the mast, making gybing easier and less physical. "We

asked girls what they found was the hardest part about sailing and they said 'gybing'," Thompson explained.

For the same reason, the spinnaker gear is two string, sheet and brace, each side.

The high coach roof is well rounded and no real obstruction for crew to roll over during a tack.

In summary, the Sydney 32 follows the easy to sail, easy to steer themes of the Sydney 38 and has an inviting interior for family and friends cruising and crew to enjoy after racing. It would be a nice possession.



Non-leak chainplate attachment.



Specifications

Length overall	9.68m
Waterline length.....	8.65m
Beam	3.20m
Draft	2.05m
Displacement	3100kg
Sail area.....	52sq m
Price (ready to race):	\$250,000
Designer: Murray, Burns & Dovell.	
Builder: Sydney Yachts, 'phone,	02 9979 8044; fax, 02 9979 6901.