

SLANT SIX

Slant Six is a 13m cant keel boat designed to be a racer-cruiser. But isn't such a thing an oxymoron? Well she's not for everyone and quite clearly not a round the world cruiser and we don't apologise for the main purpose which is performance. But the interior is a good size and comfortable and with a powered keel cant, we say that if you are performance orientated and spirited you now can have your cake and eat it too. Slant Six is more than capable of a comfortable 2 to 3 week cruise – especially around areas such as NZ North East Coast or the Pacific Islands, Med – the list goes on. And perfect for smelling gun-smoke on those distance coastal and ocean races.

The hull is a hard chine form which is relatively narrow at 3.69m – but because of the chine form she is quite wide on the water and the initial stability is greater than for a typical round bilge hull form. The inspiration for this comes partly from hard chine racing dinghies, partly from racing fairly recently on the modified 1960's Spencer sled Ragtime/Infidel and partly from the construction options that a hard chine form offers. The stability provided by a canting keel enables a more upright sailing angle so the hard chine dinghy type form makes more and more sense.

In this design there is generous freeboard and good floor depth below the cabin sole which helps with strength and structural requirements.

There is a very long straight run aft of constant deadrise which will ensure fast early planning.

The layout is simple and straightforward and laid out to incorporate the canting keel at the frd end of the central island, so that there is always good access through the windward side of the canted keel when at sea and when at anchor there is spacious access both sides of the island. The aft end of the island is home to the motor – a simple circa 40hp diesel.

Construction including the keel will be engineered in conjunction with specialist composite engineers. The hull can be either full carbon or a combination of composite and plywood – depending on your requirements. We can supply full size cut ply frames – or files to cut the ply which will remain in the boat so the cost of tooling can be reduced significantly. In the ply frame scenario the bottom of the hull below the chine would be composite using strip planked timber or foam with some composite strengthening. Above the chines would be ply on stringers.

The canting mechanism is envisaged to be a multi part tackles run over a powered winch which can change direction to cant either way and with a manual override and a failsafe system. The keel continues up into the cabin to increase the leverage with the tackles attached to the boat at side deck height. There is a big ring frame that takes the forces from the keel, keel tackles and the chainplates. The mast is deck stepped.

The deck is composite, built in a one off MDF/cedar core planked female tool.

The rig is carbon – that can be either a full autoclave or a lower cost vacuum bagged version – depending on budget.

The design is tiller steered with a conventional rudder, and there is a central dagger board that goes in just frd of the mast and is slightly raked aft to come out underneath the main bulkhead.

Who is this boat designed for?

- Performance oriented sailors who like all round performance and who are excited about the future and the next level of performance.
- Syndicates of performance minded sailors whose members also quite like the idea of a bit of cruising and general purpose use as well as shared racing.
- Combined syndicates of boatbuilders/sailmakers/sparmakers who by pooling their skills and resources can end up with an otherwise impossible to achieve boat that will give big fun in terms of the build and the results and the experiences, who can capitalise on their collective experience and should be able to get their money back when they sell it (compulsory saving).
- Keen amateur builders who are prepared to put in the time to save money on construction costs and end up with twice the boat that they could achieve if they had it built professionally.
- Production builders keen on a new carbon cant keel racer/cruiser future design for the international market.

After 26 years in the marine industry this is the fourth circa 13m lightweight high performance keel boat that we have completely designed - the first one 20 years ago. We have also acted as project manager on Olympian and Americas Cup sailor Jonathan McKee's water ballasted 13m all carbon performance cruising/racing boat .

We can supply detailed equipment lists and customise a design package including less or more management to suit your requirements.

Details

LOA 13m
Beam 3.69m
Displ 5600kg
Draft 2.75m

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