



the cockpit floor, with access through from the quarterberth and under the companionway steps. Switchboard for the motor and internal lights was mounted on a partial bulkhead behind the sink.

With about 1.6 metres headroom in the saloon, a tall person still has to stoop, but the cabin is so big and airy this was no problem.

## Rig

The Boomaroo 25 is a masthead sloop with all sail controls led aft to the cockpit via turning blocks. She carries conventional small ship rigging of a cap

shroud and two lowers, forestay and adjustable backstay. Like the 22, the mainsheet attaches to its track across the stern, while the sheets are conventionally led to cockpit mounted winches. As standard with main and number two headsail, the sail area is 25 sq. metres.

## Performance

This was the area that surprised, because unlike the 22, the Boomaroo 25 is a more performance oriented boat.

Our test sail was carried out in Sydney Harbour off Birkenhead Point, in a nor-easter of basically about 8-10 knots but with gusts picked up by the

surrounding buildings and boosted in both speed and direction. When such a bullet hit, the Boomaroo heeled quickly and charged off, however the angle of heel and speed of the change of attitude was such that the mainsheet had to be eased to avoid spilling your beer. Once so eased, the Boomaroo was quite predictable, but this urge to get up and go is quite foreign to its younger brother. Considering the speed potential of the Boomaroo I think the mainsheet system was inadequate, and that a straight drop from the boom would have been better. This of course would curtail cockpit space.

The boat pointed well and fast, was quite happy reaching and much faster than one would have expected. Downwind the Boomaroo was docile and when the headsail couldn't make up its mind where to settle we dropped it with no discernible loss of speed.

I think the speed and acceleration of the Boomaroo will come as a surprise to many Boomaroo owners trading up. It must be emphasised that because the boat can sail fast, it doesn't necessarily have to: ie, you can trim the sails in such a way as to not have to worry about large angles of heel. But if you do want to go fast, the Boomaroo will allow you.

## How Much?

The Boomaroo 25 is available in several stages, starting at hull and deck fitted with deckliner, anchor well, front hatch, self-draining cockpit, galley furniture, centreboard winch, dinette table, bulkheads, for \$12,100. The standard sailaway adds a host of interior trim fittings, mast rigging and sails, for an extra \$3460. Options include cushions, \$490, electrics \$375, galley rigout \$975, pushpit, pulpit and lifelines \$710, marine toilet installed \$270, to bring it to a basic cruising yacht standard at \$18375. As fitted with the BMW 5kW diesel, the test boat was around \$22000. The custom trailer is an extra \$2500.

## Conclusions

The Boomaroo 25 is the product of a highly, experienced trailer yacht designer and this shows everywhere you look. It is well built and well finished, and its performance is such as to satisfy potential racing sailors and drift-about cruising folk alike.

**Continued Over.**

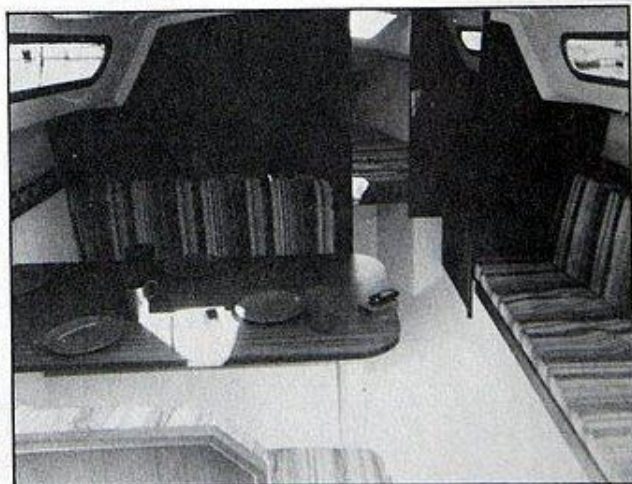
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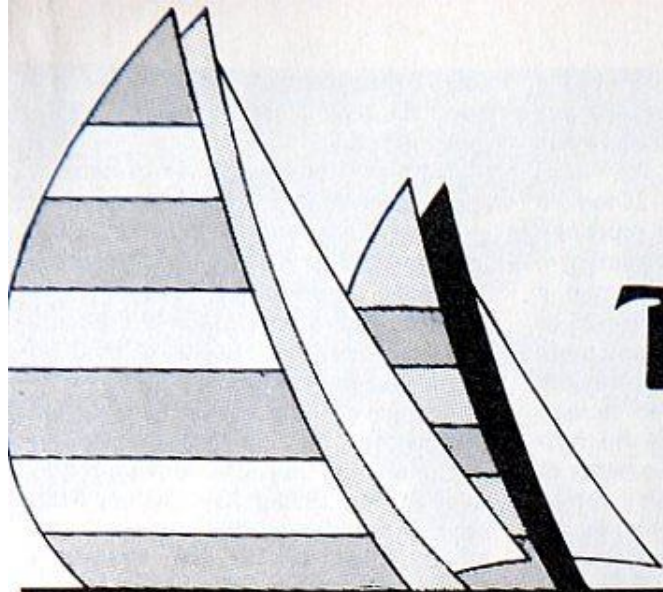
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# TRIPLE TEST

Boomaroo Pacific 747 Timpenny <sup>7</sup>670

The term "trailer yacht" is something of a misnomer, but like all word forms that suddenly appear in the language, it fulfills a need; in this case to describe that type of sailing boat that owes more to the concept of a yacht than a trailer-sailer, but which nevertheless can be towed.

Builders of trailer yachts are at pains lest you call them trailer-sailers, and builders of yachts are in high dudgeon at the thought of their craft being dragged along behind a vehicle. Yet the trailer yacht has a deserved place in the boating lexicon because it does what no other craft can: provide the space and comfort to suit a family yet remain portable.

With the trend to smaller cars becoming quite evident, trailer yacht manufacturers these days are not stressing the trailerable characteristics of their products; rather, they suggest that potential buyers join their craft association and *borrow* a trailer when they need it. As most of the boats concerned weigh around two tonnes and require hefty trailers, they say this still gives that flexibility that trailer-sailers enjoy while providing the home comforts of the generally bigger vessel. Furthermore, this approach allows more flexibility than the dinghy hull/drop keel arrangement of the trailer-sailer, allowing real "yacht" shapes, with their handling and sailing characteristics.

This sector of the market is doing very nicely at the moment, thank you, and seems to be working out in the style the creators of the boats foresaw, that is, the owners leave them in the water and take them home on a borrowed trailer once or twice a year for maintenance or occasionally on holiday to far flung waters.

In this report we test three of the popular trailer yachts with three different approaches; a moderate centreboarder, a fixed keeler and lightweight flyer.

## TRIPLE TEST # 1 Boomaroo 25

The Boomaroo 25 is the logical development from the Boomaroo 22 trailer-sailer we had previously tested. When I say logical, the boat is similar in appearance, has the same high standard of finish that Geoff Hall of Boomaroo Yachts incorporates in all his boats, and has that definitive Frank Butler design stamp about it. Butler, of course, is the American designer who was so successful with the 22, which, as the Catalina 22, has reputedly sold more than 10,000 world-wide.

However the 25 is quite a different boat from its little brother under sail, so the similarities are only on the surface.

### SPECIFICATIONS

LOA.....	7.62m
LWL.....	6.76m
Beam.....	2.44m
Draft:	
Board Up .....	0.813m
Board Down .....	1.524m
Ballast .....	680kg
Displacement .....	1882kg
Sail Area .....	25 sq.m.
Mast Height .....	8.54m

Now in its third year of production in Australia, the 25 is a complete small yacht, down to (on the test boat at least) inboard diesel and masthead wind instruments. It can sleep four adults and two children in comfort and has enough elbow room and general stowage for a small family to holiday aboard for weeks at a time without feeling cramped.

### Design

The Boomaroo 25 has a solid, conventional shape as opposed to the fine bowed, bulbous bodied boats that seem to be the hallmark of the go-fast set. With an LWL of 6.76 and an LOA of 7.6, the overhangs are kept to a minimum; in fact, the boat has a square transom and moderately raked bow. There are no sharp curves in the design: the bow has moderate vee, the hull sections are slightly rounded and the stern rounded, the idea being to combine good boat speed with an easy motion.

The centreboard is a swing keel that pivots just behind the mast step and when fully extended it has a pronounced rake aft (see diagram). Its winch is incorporated in the companionway, and is the only fitting imported from the U.S.A. The rudder is fixed and of the same draft as the hull with centreboard raised, allowing the Boomaroo to take the ground.

On deck, the cockpit is wide and spacious, with seating for at least four to six people without interfering with the tiller.

The cabin roof is rounded out and tapers neatly into the foredeck, with the forehatch let into the tapered section. A large anchor well is built into the bow section.