

red jacket

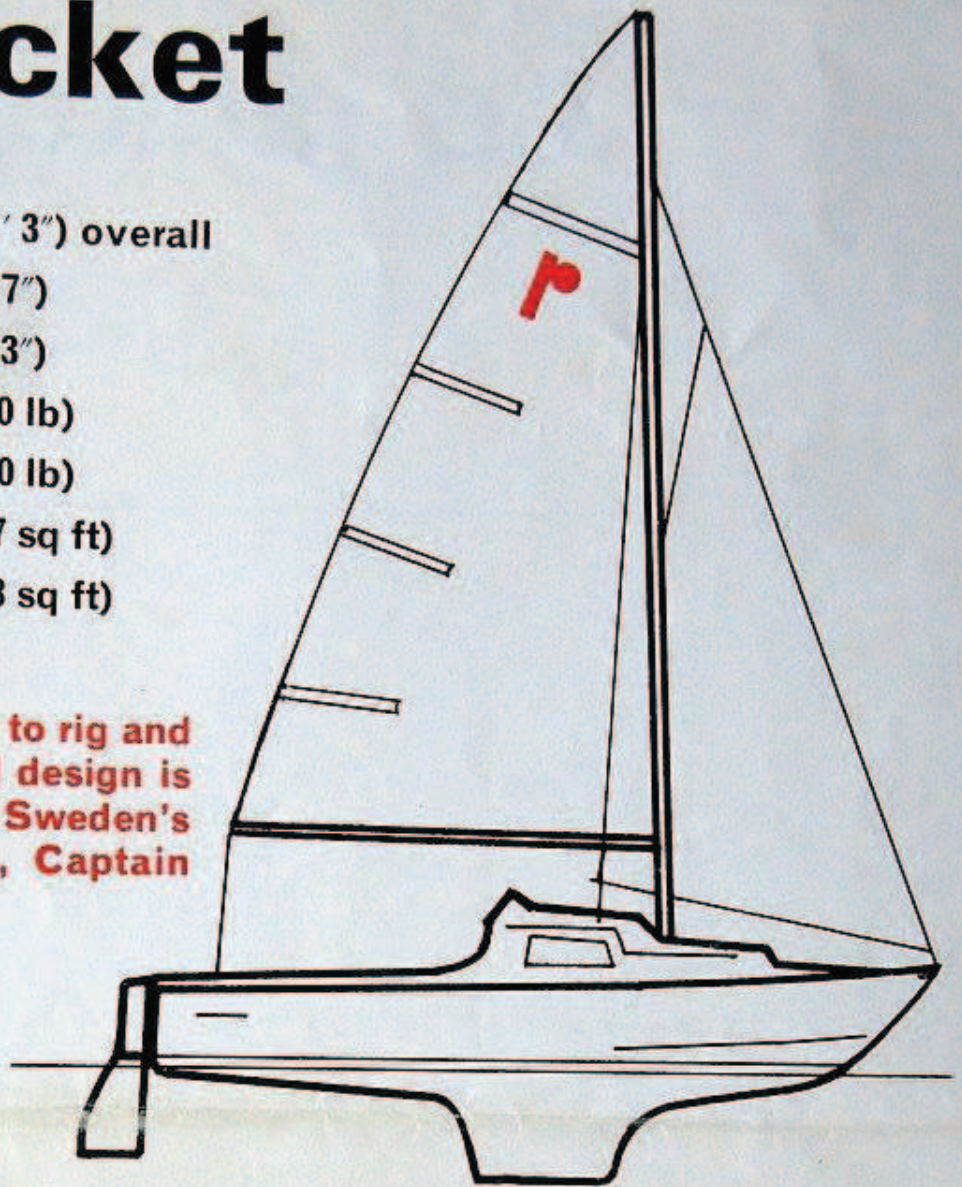


**5.26 m of exhilarating
family yachting**

red jacket

Length: 5.26 m (17' 3") overall
Beam: 2.01 m (6' 7")
Draft: 0.69 m (2' 3")
Weight: 431 kg (950 lb)
Ballast: 204 kg (450 lb)
Main Sail: 9.00 m² (97 sq ft)
Jib: 4.50 m² (48 sq ft)

Simple to sail, quick to rig and launch, her beautiful design is the masterpiece of Sweden's top naval architect, Captain Per Brohall.



Per Brohall's popular masterpiece, the Red Jacket, is well suited for both the racing enthusiast and the weekend sailor, and is a consistent prize winner.

For the family man she has 4 berths, outboard well, the safety of a fixed deep keel and self-draining cockpit plus the convenience of being easily trailed behind the family car. Red Jacket Australian cruises include Port Melbourne to Sydney Cove, Perth to Bunbury.

Basic equipment included in the full price \$: All fibreglass construction, main sail and jib, anodized aluminium spars, stainless steel rigging, all sheets, halyards and fittings, mattresses for 2 forward berths, portable galley cabinet, and sturdy road trailer with all lights, etc. Other extras are available by arrangement.

For further details or to arrange a demonstration sail, contact:

Keelhauler Yachts,
19-21 Leveson Street, North Melbourne, 3051
Phone: 320 5048

RED JACKET

L.O.A.	5.26m	(17'3")
L.W.L.	4.88m	(16'0")
Beam	2.01m	(6'7")
Draught	0.69m	(2'3")
Sail Area:		
Main	9.00m ²	(97 sq.ft)
Jib	4.50m ²	(48 sq.ft)
Displacement	431 kg	(950 lbs)
Ballast	204 kg	(450 lbs)

The RED JACKET is a one design G.R.P. sloop rigged fixed keel trailable yacht. Designed by one of Sweden's top naval architects, Captain Per Brohall, she not only sails well but trails well also. Her pleasing lines include several innovations, such as strakes to aid down-wind performance, and a moulded in lip at the bow allowing a fine entry yet plenty of bouyancy up forward.

Evidence of the RED JACKET'S sea-worthiness can be seen in some of the trips they have made, such as Port Melbourne to Sydney Cove and Perth to Bunbury. They have cruised single handed around Tasmania and one was sighted in Refuge Cove over the Christmas Holidays.

The built in safety features of the RED JACKET, such as a fixed keel with a 45% ballast ratio and sufficient built in bouyancy to make it unsinkable, together with roller reefing make it an ideal family cruising boat for the week-ends and holidays and with four berths you can take along a friend.

With a good wind it is an exhilarating boat without being tender, and a down-wind flyer. A RED JACKET was placed 2nd in the Trailer-Sailer Division of the 1974/5 One-of-a-Kind Regatta at Carrum.

For further details contact the RED JACKET ASSOCIATION of VICTORIA which has an organised racing and cruising program and is only too pleased to answer any queries.

Contact either:- Tim Whitford - President - 758727
 Nick Wilkinson - Secretary -
 32 Army Road,
 Boronia, 3155.

Red Jacket

The Red Jacket and her larger sister the 5.95 metre Red Witch are an established part of the Australian boating scene. Supplied complete with trailer and all set to go, this Swedish designed boat is making a very pronounced impact on the small boat scene in this country.

In profile the Red Jacket is not at all in the Scandinavian tradition. Quite the reverse, in fact—she bears much of the style of the early American and Continental small craft in that she is 'chunky', with moderate topsides, and a fairly high cabin rise. The hull has a most attractive line, being in effect round bilge but with a small 'planing strake' or spray rail, rather akin to normal power boat design. The underside of her hull also has longitudinal strakes.

There is moderate flare and rake at the bow, but otherwise the hull follows a fairly conventional shape, although once again tending more towards the flat-bottomed, planing-type of hull of the power craft rather than the deeper lines of the standard yacht design. This is to expedite trailering, and it is a credit to the designer that the all-round result not only trailers well, but also sails well. The 'stubby' keel has its 204 kilogram ballast packed into a 0.69 metre draft.

The cabin is neat and fits the profile of the boat well. Although somewhat high in proportion to the topsides, this is necessary and fairly conventional in small boats in order to make cabin space reasonable. A short foredeck allows sufficient room to stand, but not much room for moving around, and here we felt the designer might have taken another tip from power boat design.

A small foredeck is decidedly tricky for anyone attempting to anchor or moor, and a large forward hatch, properly located, enables the anchoring operation to be carried out successfully with the entire body, bar head, shoulder and arms, securely retained within the hatchway. The hatch on the Red Jacket would not allow this, and as a result the forward hand must make a precarious way along narrow side decking and hang on by his teeth while dropping the anchor.

Big surprise is the amount of room in the

cockpit of this little craft. The quite comfortable seating for six adults would make many larger boats green with envy, and with six up there is not even a question of 'kneecaps', since the boat has over 1.82 metres of beam at this point and there is a wide floor between the cockpit seats. The rudder and tiller are right aft out of the way, again leaving space, and the coaming, while high enough to offer comfortable support, does not intrude. For a day sailer, this boat has as roomy a cockpit as we have seen.

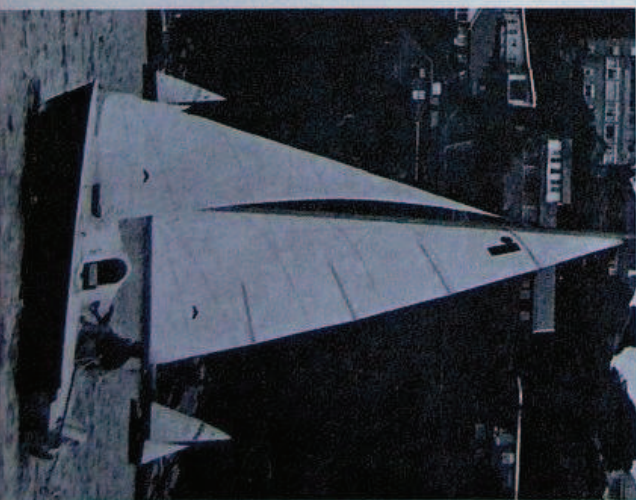
The cabin interior is roomy enough for two full-length bunks forward, and no doubt two small people could make a bed in the quarter berths, although four sleeping in such a cabin would probably test a few temperaments! Construction of the boat is solid in the hull, with pipe strengthening under the mast step and built in buoyancy under the bunks which the manufacturer claims will support the full weight of the boat and occupants. While the deck and cockpit moulding feels a little on the light side, it showed no undue signs of flexing on the test boat and is probably quite adequate for the type of work this size of boat will be required to do.

Non-skid surface is moulded along all decks and is adequate, while stowage space is available through lockers in the transom deck, and beneath the cockpit seats. A well is moulded into the transom to take a small motor and since there was one mounted on the test boat we were able to size it up since most families will use a boat of this type for motoring as well as sailing. A 4 hp (2.98 kW) motor is more than sufficient to give her a good turn of speed, and mounted in the transom well, the motor is out of the way while being ready to hand for manoeuvring in tight corners.

The simple sloop rig is light, easy to rig, and adequate. With the weather on the day of the test varying from light airs to savage 15 knot gusts, we had ample opportunity to get the feel of the boat under all conditions. She ghosts along delightfully in light breezes, is easy to handle and responsive. In the squalls she tends to round up a little, as do all craft of this size and design, but the tendency is not excessive and is easily controlled by stiffening the mast, or easing away the main sheet.

Hard on the wind, this little boat is exciting, with a skiff-like feel about her that will send adrenalin coursing through the blood of any adventurous sailor. She picks up quickly and, although not tender, is fast to come to her correct heeling point. Once there she steadies up, gets a grip on the wind, and races away in fine style. Because of her design she can be sailed dingly fashion, with everyone out over the weather gunwale, or more sedately with the family aboard and everyone sitting comfortably in the cockpit. Probably this is one of the advantages of a boat of this size; she can perform the Jekyll and Hyde role of a docile family day sailer, or a snorting wild steed ready to mix it with the best of them. This is a combination that will appeal to most families where Dad is still as young as he feels!

We threw her around the bay through a variety of configurations and liked what we felt. We had already familiarised ourselves with this snappy little boat some weeks before, and it was an interesting comparison to note the difference in handling a boat with a backstay added to the standard rig. Reaching, she gets up and planes like a wizard, and with a big swell rolling in, surfing is easy, fast and exciting. Downwind she is stable and does not yaw excessively, and the high topsides keep out any water which tries to sneak aboard.



Taking it all round, we were most impressed with this neat little trailer-sailer. She has a lot going for her in many ways. As a family boat she is easy to handle ashore or afloat, easy to launch and retrieve, and no problem to tow. The accommodation is adequate for a small family on a camping holiday, while the cockpit space is outstanding.

SPECIFICATIONS

<i>LOA</i>	5.94 m
<i>Beam</i>	1.99 m
<i>Maximum draft</i>	0.69 m
<i>Ballast</i>	203 kg, ratio 38
<i>Hull material</i>	Fibreglass
<i>Jib</i>	4.45 m ²
<i>Main</i>	9.59 m ²
<i>Genoa</i>	7.24 m ²
<i>Spinnaker</i>	14.95 m ²
<i>Berths</i>	4
<i>Motor</i>	3 hp (2.24 kW) outboard
<i>Price (at Jan. 1977)</i>	
<i>Includes: Sails</i>	\$2,490
<i>Trailer</i>	
<i>Manufacturer</i>	Swan River Traders Applecross WA 6153

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Frenchs Forest
NSW 2086

