

Van de Stadt 710

boat review



GJ Tech

22 Hillview Ave. Panorama 5041
Phone 08-276 1757

Price List

Van de Stadt 710 trailer yacht.

Hull and Deck \$18,200
To ensure structural integrity hull and deck are only available fully bonded with gunwhale strip fitted. The centre case, bulkheads and interior furniture factory fitted. The interior is fully flowcoated. Finished keel and rudder, poptop and all hatches are supplied loose. Cabin flash is a mark of Van de Stadt design, colour to your choice.

Spars fully rigged. \$3,800
Baverstock BS10 tapered mast complete with forestay, backstay, shrouds with turnbuckles & halyards. Boom with inner & outer 3 sheave fittings for intl. outhaul & 2 slab reefs. Anodised or Epithane color of choice. Coated lifelines fitted.

Stainless steel work \$2,500
Pulpit, pushpits, 4 stanchions. Rudder mechanism complete & poptop gear.

Deck Hardware & Running rigging \$3,850
Barient 8PC & 10PC winches, Easylocks, genoa tracks & cars, jib sheets, mainsheet system, turning boxes, vang system & keel tackle. Fastenings for the above.

Sails \$1,600
Sail quotes are to hand from several sailmakers. KA Sails, Hood Sailmakers (SA), Yacht Sails (RJ Brown) and Power Edge Sails. Dacron mainsail & jib quoted.

Complete Deluxe Model \$38,700
Internal finish as "Second Wind". Includes all above fitted plus 2 burner stove, icebox, chemical toilet, bunk cushions, internal & navigation lights with switchboard and battery. Mainsail, jib & spinnaker.

Trailer \$4680
Deluxe Mackay tilt trailer with walkway, hot dip galvanised, tandem axle with 4 wheel hydraulic disc brakes.

Terms of Trade
Payment....Hull/Deck. One third confirms order, one third on completion of hull or deck, balance before delivery.
Other kits. Half confirms order, balance before delivery.
Warranty...12 month warranty against faulty work or materials.

Van de Stadt 710

A successful Van de Stadt mini-tonner design has been given new life as a trailer-sailer. By Bob Ross

AN EARLY retirement from Telecom, where he had been chief draftsman in South Australia, put Graham Jones back into a boat — and into the boating industry with a novel transformation of a proven fast design.

Earlier, in a partnership with Peter Mander, Jones had built the moulds for the Van de Stadt Pion 30 Half Tonner. Mander went on to build five different Van de Stadt designs as production boats in Adelaide.

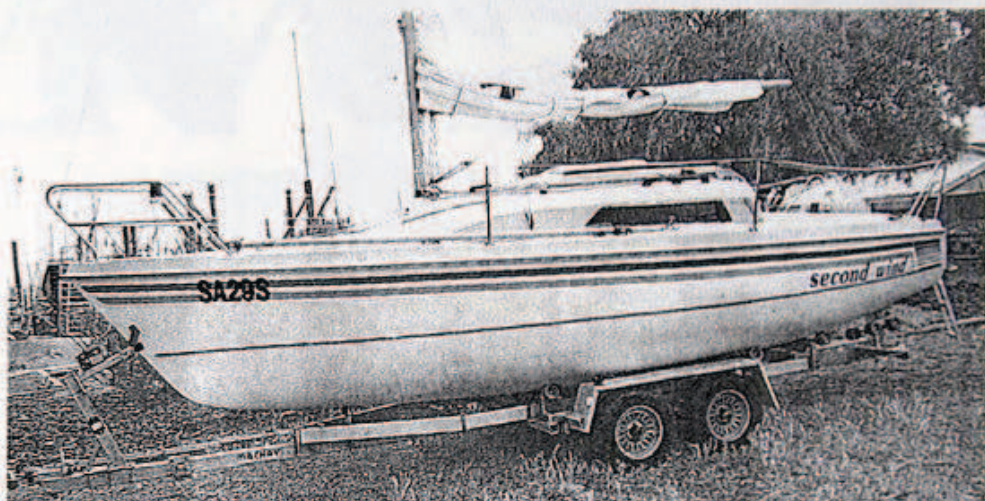
Among them was the 7.1m overall Minitonner, designed in 1980. Mander Marine built only one, in 1984 for Tim Sandercock, who also built the plugs. She was named *Cannonball* and was a true International Offshore Rule yacht with wide side decks and minimum cabin.

But she looked good and performed well, winning division three of the Cruising Yacht Club of South Australia winter and summer series in her first year. Sandercock sold her to Melbourne, where she is still racing successfully, moved up to a Van de Stadt Maestro 31m and became South Australian Half Ton champion.

Mander built no other Minitonnies but Allan Bradley, an engineer associate of Mander, liked the design but wanted to make the boat true trailerable, with more comfortable accommodation. He negotiated with Mander to design and build the plug for a new deck based on the Dehler 22 which retained the Van de Stadt style but with much improved headroom and interior space.

The lead-ballasted fibreglass dagger keel, in the transformation to a trailer-sailer, retained the same profile, area, and centre of effort with its parallel blade as the original design with a self-righting capacity still complying with Australian Yachting Federation category 3 requirements. It is wound-up with a 5:1 tackle — 50 turns of a winch from bottom to top.

Jones, who had crewed with Mander on the Pion Half Tonner, on his retirement decided to explore a new direction in his sailing with a family emphasis. He formed GJ Tech, purchased the moulds for the Minitonner which, he felt, had unexplored



potential as a trailerable. He removed the IOR rating bumps at Beam Maximum, as he could not see an IOR future for the yacht and made some cosmetic changes to the deck.

The sixth-built trailerable version, built by Brett Young's Young Marine Services, is *Second Wind*, Jones' demonstrator. In her first season, she finished equal first in the trailerable division of the Premier's Cup series over a wide range of wind conditions, won the Bunday Cup in light conditions and had a very close fourth in the Queen of the Gulf regatta with 17 seconds covering the first four placings. *Second Wind* was seventh on elapsed time in the Goolwa-Milang classic, beating all the Noelex 25s

ABOVE: The 710 was responsive and fast in a very light wind and left very little wake.

TOP: Deluxe Mackay tilt trailer has four wheels, hydraulic disc brakes.

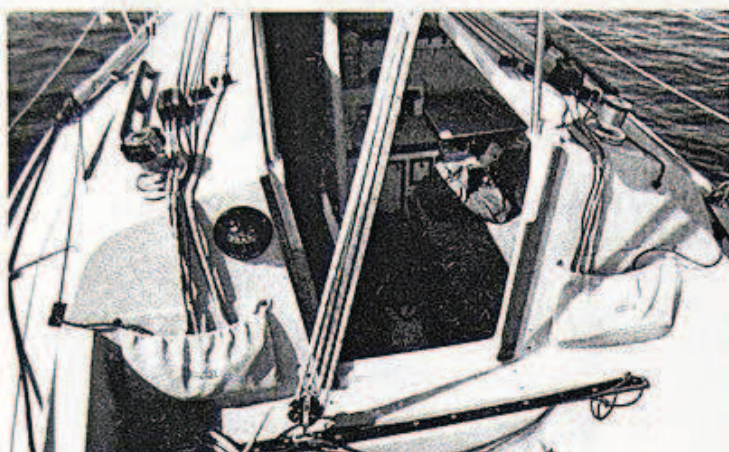
over the line and finishing fourth on yardstick handicap.

She carried an SA Class Basic Handicap of .650 compared to the Noelex 25 at .667, MASRM 720 at .709 and Sonata 760 at .705.

"We have done reasonably well," says Jones. "I don't class myself as a great skipper. I have been a crew all my life and it is a great change to grab hold of the steering stick."

Doing that meant Jones was able to

boat review



LEFT: Mainsheet traveller tack is recessed in bridge deck.



RIGHT: Outboard is shipped in a well.

implement an innovation of his own, a transom-hung rudder box engineered so that the blade has partial balance (see Jones' explanation in box below). It has two separate pivot points on either side of the rudder box for stainless steel arms which also pivot from the transom. He is looking for opportunities to market it separately for other boats.

The winds on the day I sailed the Van de Stadt 710 were extremely light so the benefits of the partially-balanced rudder were not really apparent. Jones, who is looking for retailers to take up the system, says that in strong winds the helm remains extremely light while retaining an element of feel, and

spreads the loads from the rudder over a wide area of the transom. "In strong reaching conditions, you can still steer easily and don't feel your arm is being pulled out."

The boat was sensitive in the light winds, extremely responsive to puffs and quite powerful. There was not enough strength in the breeze to really test the qualities of the rudder but its operation was smooth.

Jones says the IOR displacement type hull provides good sail-carrying capability and with it family confidence, often saving

the need for a "panic" change down in headsail, or a reef, in the event of a sudden squall.

The rig is aimed at high performance with a Bavastock BS10 tapered mast.

Jones' primary marketing thrust has been in kits with the owner-builder starting from the hull/deck stage. The boat can be supplied at any stage with equipment and fittings from arranged contractors including jigs, patterns, drawings and "friendly" technical advice.

Many internal arrangements are possible. *Second Wind* has a forepeak, with its doorway separated from the main cabin by a curtain, containing a vee berth. A chemical

The GJ Tech transom-hung rudder

MOST TRANSM-HUNG rudders pivot at the leading edge. This results in all hydraulic forces having to be counteracted by tiller force, in some situations inducing extreme loading.

On most keel yachts where the rudder is mounted through the hull, this problem is overcome by arranging for the centre of pivot to be 10 to 15 per cent of chord from the leading edge. With this arrangement, the hydraulic force on the area ahead of the pivot is balanced by the equivalent area behind.

The problem has been to provide this partial balancing when the rudder is transom hung, especially when the need for a lifting or pivoting rudder blade is also present.

A partially effective solution has been to slope the lower tip of the rudder blade forward to get some area ahead of the projected pivot line. This arrangement makes trapping of seaweed, etc, likely, presents some difficulty lifting the rudder blade when it is in a case and is aesthetically



cally unpleasant.

Our patented mechanism enables an aesthetically pleasing aft-raking rudder blade to be partially balanced and can be applied to fixed, lifting or pivoting rudder blades.

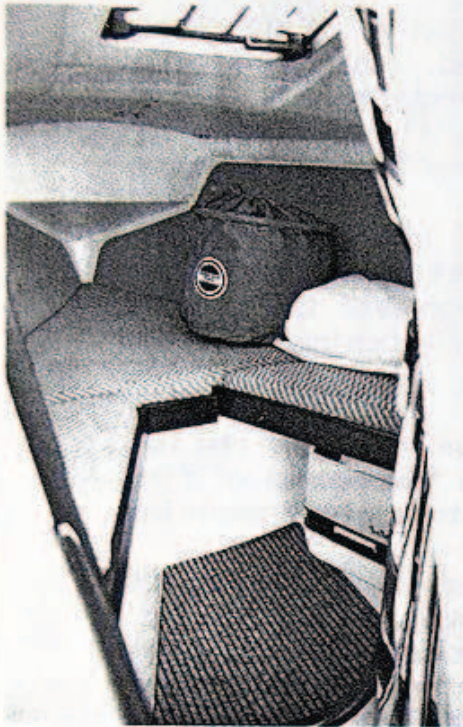
The arrangement is particularly suit-



able to open transoms as no fixing is required on the centreline of the craft. Another advantage is that rudder forces are widely spread over the transom at strong points near the hull.

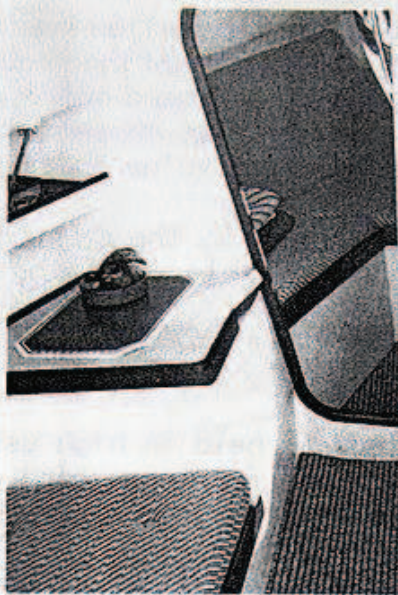
—Graham Jones

boat review



ABOVE: Toilet under vee-berth in forepeak

RIGHT: Galley is behind centre case; ice-box to port.



toilet slides under the starboard wing of the vee and an infill converts the berth to a true double.

Aft of the bulkhead under the mast, to port is an ice box. Tucked behind the centre case to starboard is the galley with sink, two-burner spirit stove with a flame-deferring top.

Settees either side run to an aft bulkhead. Their backs, set high to obtain extra berth width, each contain two stowage bins. A fold-down table cantilevers from the centre case. The main cabin is opened up to gain headroom, light and air, by a pop top.

The interior is flow-coat finished with carpet floor and front-runner lining on the topsides.

Many internal arrangements are possible, among them: Hanging locker in place of the ice box with the ice box under the cockpit floor with the lid forming the companionway steps.

Because the bunk mouldings are supplied continuous between bulkheads, it is possible to re-locate the galley, perhaps to starboard beside the companionway. Bunks can be extended into the aft lockers to increase the sleeping accommodation to five or provide for very tall people. An enclosed toilet, or a navigation station, could be installed beside the centre case.

The cockpit is open at the transom and has high-backed seats and a pair of deep lockers under them. The starboard locker

extends right to the transom. The port one is shorter because aft of it is a separate locker for the outboard fuel tank. There are two stowage bins in the cockpit seat backs.

The mainsheet traveller track is recessed neatly into the bridge deck.

The outboard motor — the 9hp on *Second Wind* looked "overkill" in horsepower terms — is mounted in a well in the

cockpit floor.

Brett Young used 4mm Coremat in the hull and 8mm Divinycell core in the deck. *Second Wind* is a neatly finished, attractive-looking building job.

The complete "de luxe" model, finished as *Second Wind* is and including mainsail and 110 per cent genoa is \$38,700.

SPECIFICATIONS

Length overall	7.10m	Length	
Waterline	5.70m		
Beam	2.50m		
Draft minimum	0.30m		
Draft maximum	1.30m		
Keel weight	260kg		
Displacement	1100kg		
Sail area, mainsail	15sq m		
foretriangle	8.1sq m		
No 1 genoa	12sq m		

Hull and deck: Available only fully bonded with gunwale strip fitted, to ensure structural integrity. Centre case, bulkheads and interior furniture factory fitted, interior fully flow coated. Finished keel and rudder, pop top and all hatches supplied loose. Cabin flash with choice of colour \$17,300

Spars fully rigged: Bavestock BS10 tapered mast complete with forestay, backstay, shrouds and halyards. Boom with inner and outer three-sheave fittings and internal outhaul tackle, anodised or Epithane Coated lifelines \$3610.

Stainless steel: Pulpit, pushpits, four stanchions, rudder mechanism, pop top gear, \$2100.

Deck hardware and running rigging: Barient 8PC and 10PC winches, Easylock jammers, genoa tracks and cars, jib sheets, mainsheet system, turning blocks, vang system, keel tackle, fastenings, \$3600.

Sails: Dacron mainsail and 110 per cent genoa, \$1320.

Complete Deluxe model: Internal finish as *Second Wind*, includes all above fitted plus two-burner stove, ice box, chemical toilet, bunk cushions, internal and navigation lights, switchboard, battery, \$38,700.

Trailer: Deluxe Mackay tilt trailer with walkway, hot dip galvanised, tandem axle with four wheel, hydraulic disc brakes, \$4680.

Builder: GJ Tech, 22 Hillview Ave, Panorama, SA 5041, 08 276 1757.

The Van de Stadt 710 Trailer Yacht by GJ Tech.

The Trailable Van de Stadt 710 has some special features which make it very suitable as a family funyacht, for limited offshore cruising and racing. The yacht was originally designed to the International Offshore Rule to comply with the stringent requirements for Minitonner racing in relatively protected open waters and with a racing crew of four or five.

The keel and rudder were modified to allow variation of draft while underway, but still retaining the selfrighting required. (Category 3 with lock bolt) Power was provided by outboard motor operating in a well at the aft end of the cockpit, a position chosen primarily for propellor efficiency, but also for reduction of vulnerability and for convenience.

The result of these changes (approved by the designers) is a trailer yacht with full keelyacht cabability but able, when the keel is retracted, to float in 300mm (12in.) of water. This considerably increases the area of operation and options for shelter available and allows launching from firm beaches and boatramps.

The design team of Van de Stadt is held in high esteem worldwide and has been for sixty years or more known for innovation and the design of fine yachts. An extract from their current catalogue of stock plans explains their design philosophy:

"Speed is more than the number of knots shown. A good design produces not only a fast, but also a manageable ship,Comfort must be designed in. Designing fast yachts is, in itself, not such an art. The secret is to combine speed with safety. Minimal weight is important but may never be at the cost of sound construction.....Determinant for safety is the stability.....Ease of handling is also an aspect of safety, we advise correctly dimensioned hardware of top quality so that operational safety is guaranteed.....We don't look for safety in heavy construction because this leads to more sail which, in turn, necessitates heavier construction. Here again safety is designed and not introduced later."

The 710 Minitonner is a typical product of this design philosophy. Freelowing lines and generous rig combine with low displacement to ensure good acceleration and gust response. Seakindly, closewinded and well balanced the 710 performs well in all wind strengths and in racing has frequently outperformed larger yachts.

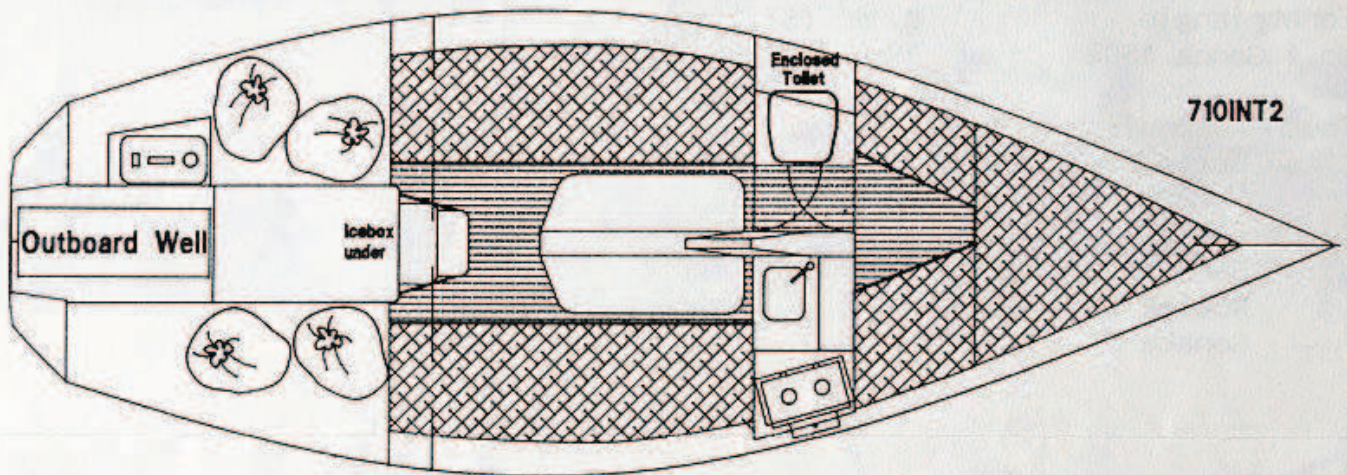
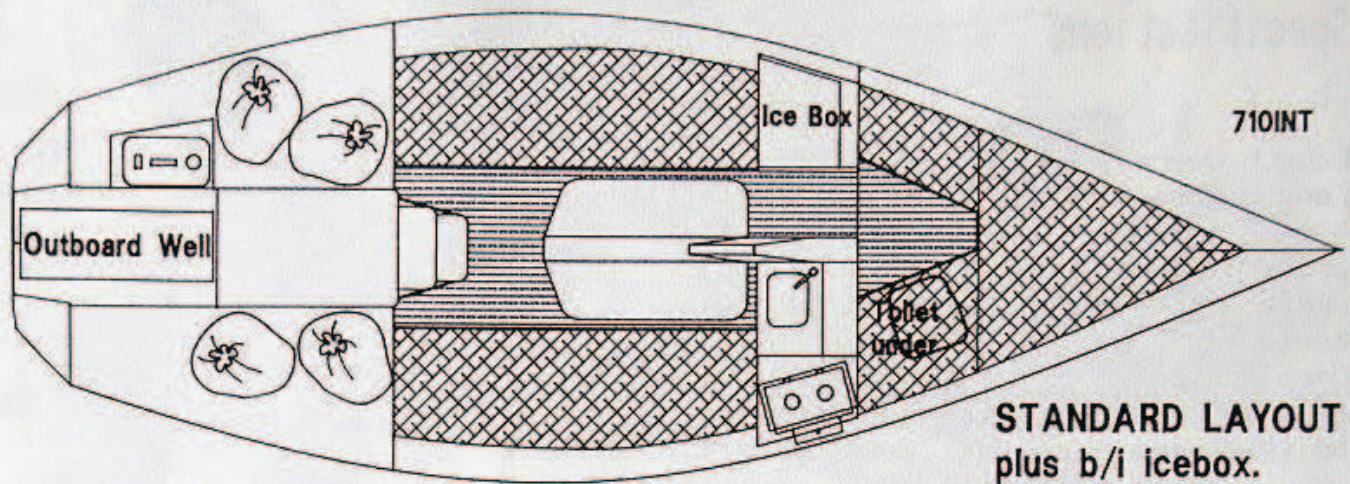
Race results include 1st.Bunday Cup (light), 1st.Premiers Cup Series (light-heavy), 4th.Queen of the Gulf Regatta (17 secs covering three places). 4th.Goolwa-Milang Classic (7th.elapsed beating all the Noelex 25's over the line.) 1st.Rosebowl TSASA (cruising Divn.) '91 & '92.

Many internal arrangements are possible. Most have a hanging locker where Second Wind has the icebox and have their icebox under the cockpit floor, the lid forming the companionway steps. Because the bunks are supplied continuous between bulkheads layout is very flexible. Bunks can be extended into the aft lockers to increase accom. to five or provide for very tall buyers, an enclosed head could be provided beside the keelcase or a nav.station. A panel fills the V-berth to make a double berth. A fold-down table cantilevers from the keelcase.

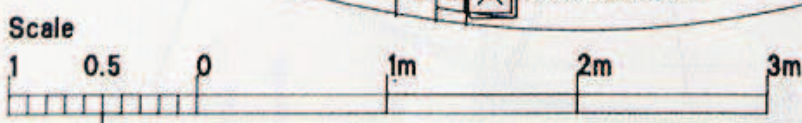
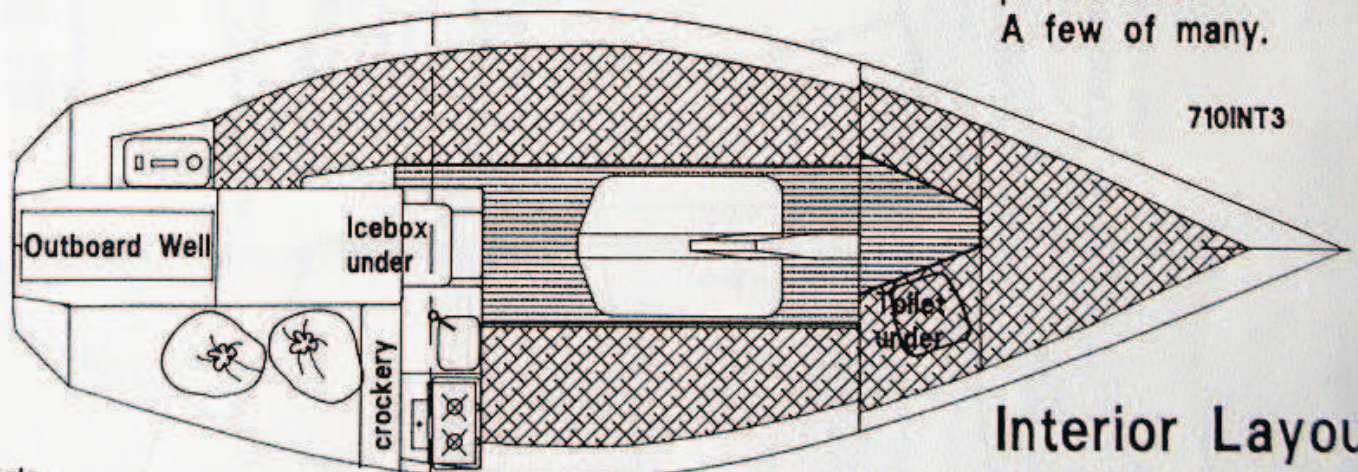
Racing results only prove the performance which, in a displacement type hull, makes this a user friendly family fun yacht. High stability gives confidence by avoiding panic sailchanges in the event of sudden squalls.

Construction is of handlaid fibreglass mat and rovings to ensure consistant, high glass/resin ratios. Coremat in the hull increases rigidity and in the deck Divinyl for lightness and insulation.

Sourced, stored & provided, courtesy of John Crawford Marine. "QLD's Used Boat Specialists Since 1964"



Some other interior
possibilities.
A few of many.



Interior Layouts Van de Stadt 710

by GJ Tech Ph (08) 276 1757

Van de Stadt 7₁₀ Specifications

Length Overall	7.1m (23.3ft)
Length Waterline	5.7m (18.83ft)
Beam	2.5m (8.2ft)
Draft minimum	0.3m (1.0ft)
Draft maximum	1.3m (4.3ft)
Keel weight	260kg (573lb)
Displacement	1110kg (2425lb)
(Displacement in measurement trim)	
Selfrighting	Category III IOR

Sail Areas:

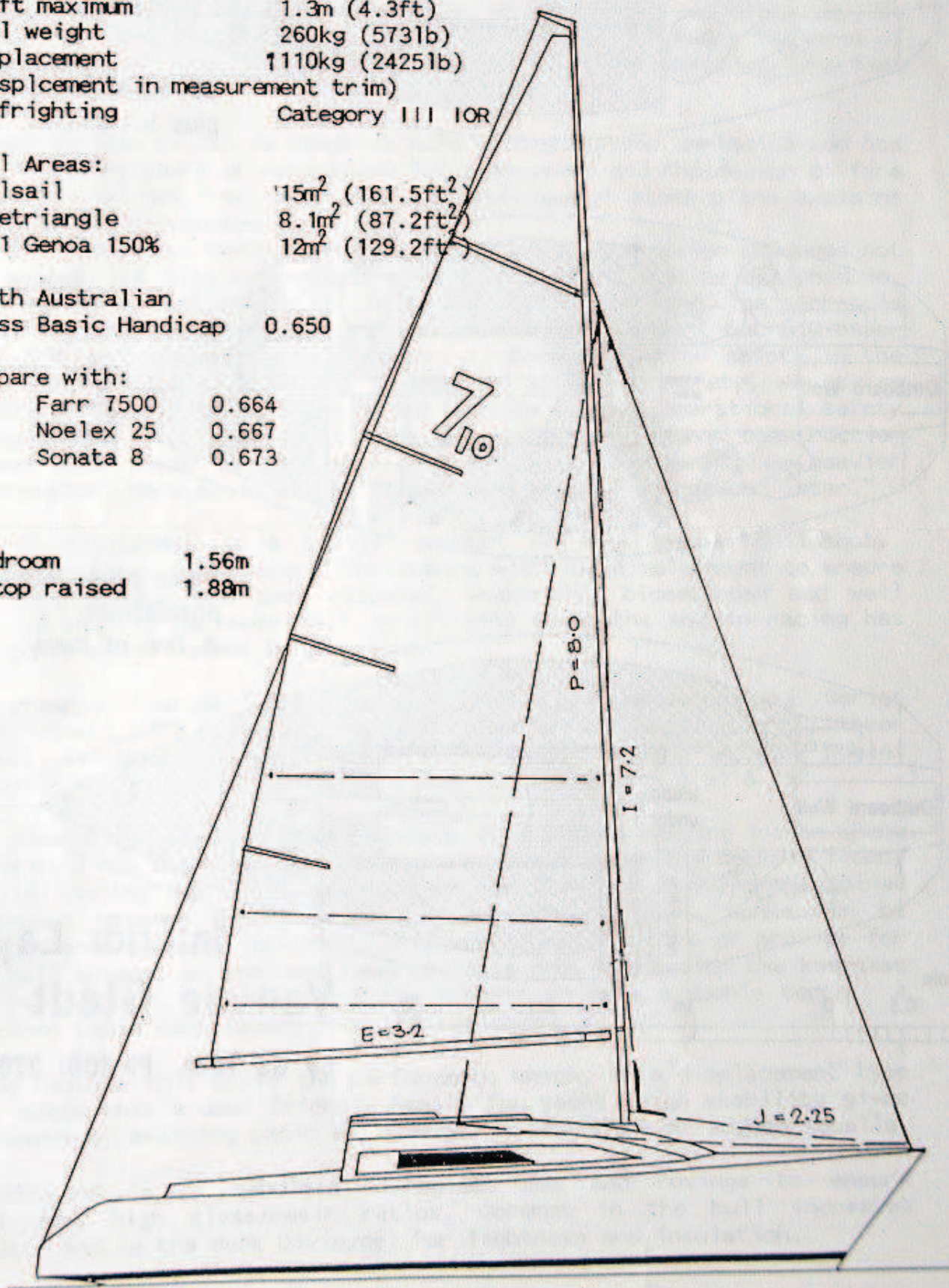
Mailsail	15m ² (161.5ft ²)
Foretriangle	8.1m ² (87.2ft ²)
No.1 Genoa 150%	12m ² (129.2ft ²)

South Australian
Class Basic Handicap 0.650

Compare with:

Farr 7500	0.664
Noelx 25	0.667
Sonata 8	0.673

Headroom	1.56m
Poptop raised	1.88m



Van de Stadt 7¹⁰ Specifications

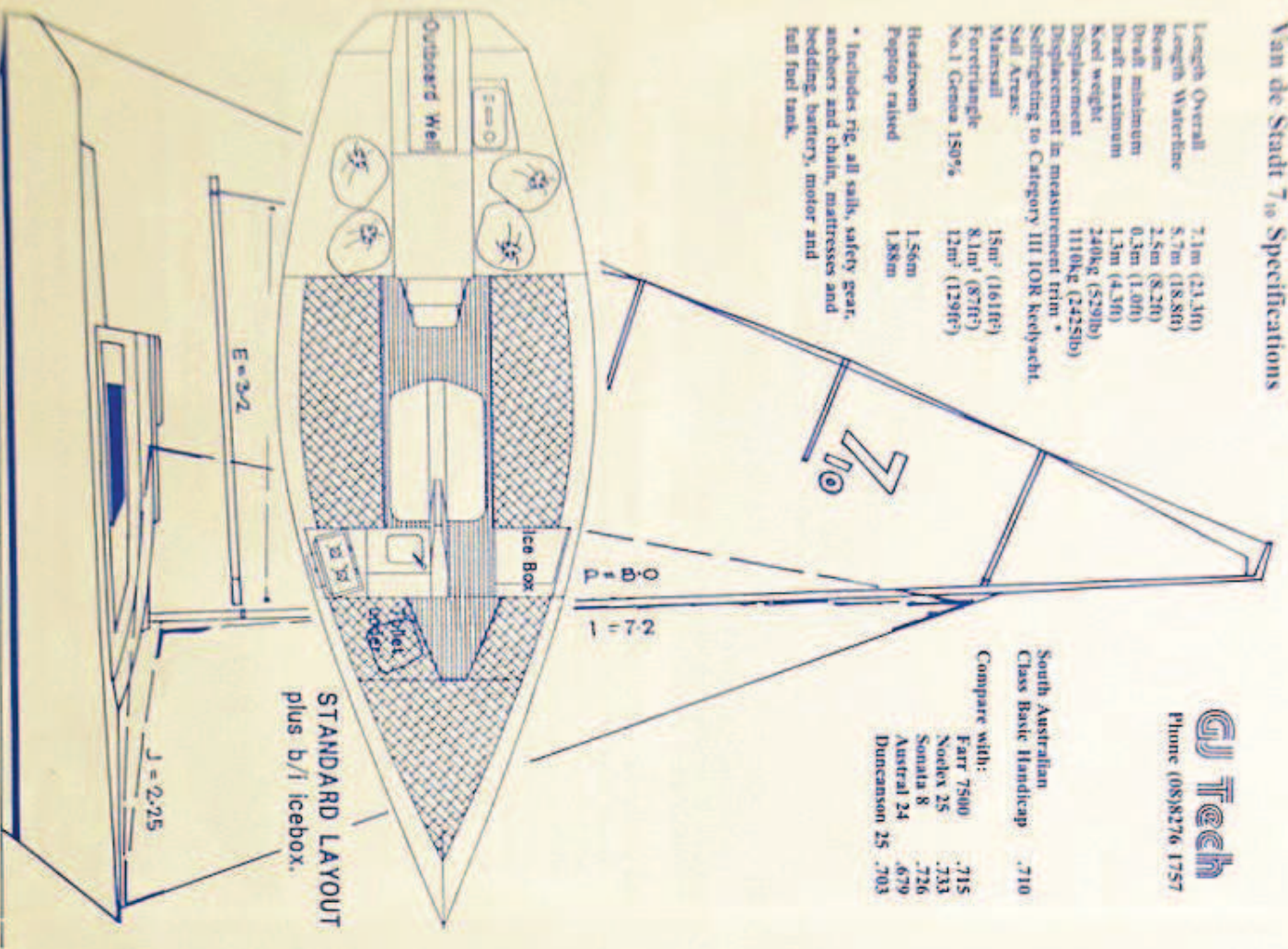
Length Overall	7.1m (23.3ft)
Length Waterline	5.7m (18.8ft)
Beam	2.5m (8.2ft)
Draft minimum	0.3m (1.0ft)
Draft maximum	1.3m (4.3ft)
Keel weight	240kg (529lb)
Displacement	1110kg (2425lb)
Displacement in measurement trim *	
Selfrighting to Category III IOR keel yacht.	
Sail Areas:	
Mainsail	15m ² (161ft ²)
Forestriple	8.1m ² (87ft ²)
No.1 Genoa 150%	12m ² (129ft ²)
Headroom	1.56m
Peepoop raised	1.88m

* Includes rig, all sails, safety gear, anchors and chain, mattresses and bedding, battery, motor and full fuel tank.

GJ Tech
Phone (08)8276 1757

South Australian
Class Basic Handicap .710

Compare with:	
Farr 7500	.715
Nodex 25	.733
Sonata 8	.726
Austral 24	.679
Duncanson 25	.703



Van de Stadt 710

The seakindly trailer yacht with Pace AND Space



The Van de Stadt 7₁₀ Trailer Yacht

The Trailable Van de Stadt 7₁₀ has some special features which make it very suitable as a family fun yacht, for limited offshore cruising and racing. The yacht was originally designed to the International Offshore Rule, to comply with the stringent requirements for Minionner racing in relatively protected open waters, and with a racing crew of four or five.

Modifications to the keel and rudder allow variation of draft while under way, but the self-righting capability is retained (Category 3 keel-yacht locked fully down). Power is provided by an outboard motor operating in a well at the aft end of the cockpit, a position chosen primarily for propeller efficiency, but also for reduction of vulnerability, and for convenience.

The result of these changes, (approved by the designers) is a trailer yacht with full keel-yacht capability but able, when the keel is retracted, to float in 300mm (12in.) of water. This considerably increases the area of operation, as well as options for available shelter, and allows launching from firm beaches and boat ramps and also beaching on an even keel: if stern to you can step straight onto the beach through the open transom, a real bonus when cruising!

Van de Stadt Design is held in high esteem world-wide, and for sixty years or more, has been known for innovation in the design of fine yachts. An extract from their current catalogue of stock plans explains their design philosophy:

Speed is more than the number of knots shown. A good design produces not only a fast, but also a manageable ship.... Comfort must be designed in.... designing fast yachts is, in itself not such an art. The secret is to combine speed with safety. Minimal weight is important but may never be at the cost of sound construction.... Determinant for safety is the stability.... Ease of handling is also an aspect of safety: we advise correctly dimensioned hardware of top quality so that operational safety is guaranteed. We don't look for safety in heavy construction because this leads to more sail which, in turn, necessitates heavier construction. Here again, safety is designed and not introduced later."

The 7₁₀ Minionner is a typical product of this design philosophy. Free flowing lines and generous rig combine with low displacement, to ensure good acceleration and gust response. Sea-kindly, close-winded and well balanced the 7₁₀ performs well in all wind strengths, and in racing has frequently outperformed larger yachts.

Wide side decks allow easy access to the fore deck while generous cockpit space and step-through transom make for easy boarding from the beach or from the water.

Many internal arrangements are possible. Because the bunks are supplied continuous between bulkheads, layout is very flexible. Hanging locker, icebox, navigation station, an enclosed head or an icebox under the cockpit floor (the lid forming the companionway steps) can be provided. Bunks can be extended into the aft lockers to increase accommodation to five. A panel fills the V-berth, making a double berth. A fold-down table cantilevers from the keel-case. There is ample internal stowage and huge cockpit lockers for all that cruising gear.

In the '94 Victorian Trailable Yachting Championship we won B Division with 4 fastest times from 5 races. In the 5th Aust Premier's Cup Series we have taken first three times and second twice in our Division in a wide range of conditions. Terrace Insurance regatta '99-'00 1st trailable, 2nd overall and 1st in the Trailer Sailer Assoc. Rosebowl. Racing results only prove the performance that, in a displacement type hull, makes this a user-friendly, family fun yacht. High stability gives confidence by avoiding the need for panic sail changes in the event of sudden squalls.

Construction is of hand-laid fibreglass mat and roving, to ensure consistent, high glass/resin ratios. Composite construction increases rigidity. Coremat in the hull and Divinyl in the deck gives light weight, rigidity and insulation as required. The outer skin of the hull is in vinyl ester to reduce weight, add strength & eliminate osmosis. All internal surfaces, not to be under Frontrunner (including cockpit lockers) are carefully sanded to eliminate runs and spikes before fully flowcoating. The highest standards of finish are maintained throughout.

GJ Tech

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Panorama SA 5041
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ggjones@senet.com.au

Price List (inc. GST) at July '00 **Amended March '04**
Van de Stadt 710 Trailer Yacht.

Start-up Kit (Hull and Deck only) ~~\$21,925~~ Now \$19,600

To ensure structural integrity hull and deck are only available fully bonded with gunwale strip, centre-case, bulkheads & interior furniture fitted. Tapping plates for all fittings built in. Interior is fully sanded & flow-coated. Pop-top and g.r.p. hatches are supplied loose. Cabin flash is a mark of Van de Stadt Design, colour to your choice.
(Rudder & keel deferred until required \$2000)
Sketches of fittings, templates & patterns are supplied along with friendly advice as building progresses. On site instruction and actual construction assistance at the going rate.

Lock-up Kit ~~\$26,545~~ Now \$24,700

Sideslay braces fitted, 4 g.r.p. hatches & pop-top mechanism fitted, windows, aluminium foredeck access hatch & wash-boards supply & fix.
(Rudder & keel deferred until required \$2000)

Sail-away Kit (includes Dacron Sails) ~~\$46,890~~ Now \$42,300

Tapered anodised mast complete with forestay, backstay, shrouds with turnbuckles. Boom with inner & outer 3 shave fittings for internal overhaul & 2 slab reefs. Halliards, topping lift, reefing & outhaul pennants. All controls brought back to cockpit for short-handed sailing. Stainless steel pulpit, pushpits, 4 stanchions & rudder mechanism. Rudder blade & keel fitted. Four winches, rope clutches, cleats, genoa tracks & cars, jibheets, mainsheet & traveller system, turning boxes, vang system & keel tackle. Fastenings for the above.

Complete Deluxe Model (includes trailer) ~~\$54,890~~ Cruising \$49,800

Internal finish as demonstrator "Second Wind 2". Includes all above fitted plus 2 burner metho stove, icebox, chemical toilet, bunk cushions, Frontrunner & marine carpet, internal & navigation lights with switchboard and battery.

Sails

Mainsail (loose-footed with 2 reefs, leech cord, telltales sail numbers & insignia, 3 leech battens & 110% jib (luff rope & hanks, sail numbers, leech & foot cords) 2 sail bags:;
Dacron \$2,000. Polyester Sport fabric \$2,500

Trailer ~~\$5,100~~ Now \$4,900

Tilt trailer, hot dip galvanised, tandem axle with hydraulic disc brakes (alloy bronze rotors & marinised dual piston calipers)

Terms of Trade

Payment... Hull/Deck. One third confirms order, one third on completion of hull or deck, balance before delivery. Other kits. Half confirms order, balance before delivery. Warranty... 12 month warranty against faulty work or materials.

Prices subject to change without notice.