N.Z. BOATING World

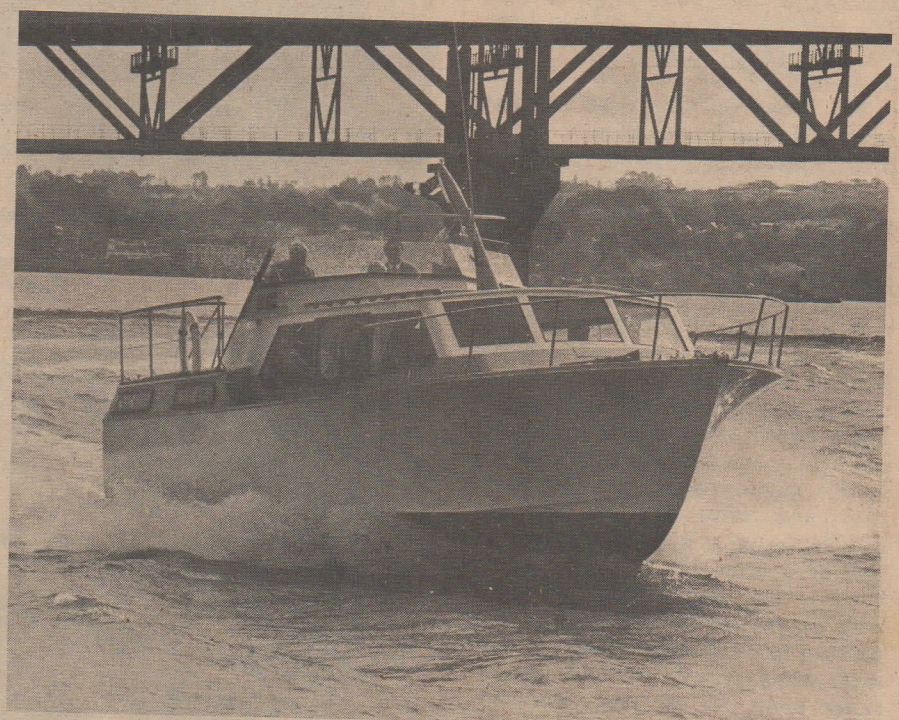
BOAT OF THE MONTH

CARLA

by STAFF WRITER

The overall winner of this year's Atlantic 100 power boat race, *Carla* has many unusual features as well as a proven performance

Carla has an unusual sheerline with a raised deck aft



LOA	34ft 0in
Beam	11ft 6in
Draught	3ft 6in
Displacement	5¼ tons

WHEN a yachtsman goes to the same designer and builder for three successive boats, he must be very satisfied with the results.

Carla is the third John Lidgard boat that Charles Gilberd has owned, and she justified his faith in the builder by being overall winner of the recent Atlantic 100 offshore power boat event in her first season.

Mr Gilberd previously owned *Contessa*, a 35ft launch and *Nomad*, a 37ft motor-sailer, both designed and built by John Lidgard, but although he still prefers sailing, his family wanted another power boat. "If it has to be a power boat," said Mr Gilberd, "It has to be a comfortable one and it has to be fast." He feels that there is no other justification for a launch!

Carla has many unusual features, one of which is the "back door." She is entered from the boarding platform aft, through a door in the transom that leads into a very roomy cabin that completely fills the aft portion of the hull.

There are no decks in the normal sense aft of amidships and no aft cockpit, but access is simple and practical and fishing from the upper deck has proved no problem. It also makes a spacious sundeck for passengers.

Completely Private

The aft cabin is completely private and is separated from the rest of the boat by a passage which runs along between the enclosed engine room on the centreline, and an enclosed head and wash-place outboard. When the head is in use its two doors close off the passage and form a larger wash room.

On the other side of the engine room from the passage is the galley which is equipped with a stainless steel sink and bench, a two-burner primus and a pressurised supply of both salt and fresh water. The kerosene for the galley is kept in a five-gallon tank in the for'ard cabin. The tank is pressurised with a bicycle pump and the kerosene is piped direct to the stove.

When *Carla* was launched there was no deep-freeze but one will be installed now, thanks to Mr Gilberd's winnings in the Atlantic 100!

The main saloon is 15ft long and can sleep one on the port settee and two topped-and-tailed on the wide starboard one.

The steering position is to port for'ard and a cocktail cabinet aft. The deck-head is lined with a motor car type vinyl head-lining and all bulkheads and side panels are covered with white formica. Behind the settees is lined with vinyl over an inch of foam on a plywood backing — very comfortable to sit against.

Further for'ard is a two-berth cabin with a rope locker behind the for'ard bulkhead.

Carla is carpeted throughout the

living quarters and all the cabin joinery is teak.

Turbocharged

The designed displacement is 5¼ tons and *Carla* weighed in for the Atlantic 100 at 12,044lb and averaged 21.46mph with a consumption of 2.37 miles per gallon.

The engine is a turbocharged 6-cylinder Lees Marine 2704ET Ford diesel. This is an intercooled motor with a cylinder capacity of 363ci (5954cc) and developing a maximum horsepower of 180 at 2450rpm. Transmission is through a Twin Disc MG-506 gearbox with 1.47 : 1 reduction.

The propeller shaft is 2in stainless steel and the propeller is a three-blade left-handed 21 x 19 Henley.

Carla's top speed, as shown in the race, is 19 knots and she cruises at 16 knots at 2000rpm and a consumption of 2.8mpg.

Fuel is carried in three steel tanks with a total of 95 gallons, and fresh water in two stainless steel tanks totalling 80 gallons.

The original steering was chain and sprocket down to a shaft running aft to a worm reduction box linked to the tiller arm. *Carla's* winnings may now have stretched to the installation of a hydraulic system as well as a deep freeze!

Carla has dual steering positions with Morse single-lever engine controls. The instrument panel in the main saloon is equipped with speedo, water temp, oil pressure, ammeter, fuel gauge and rev counter. The flying bridge control panel has only the rev counter dial, and warning light for oil, water, fuel and amps.

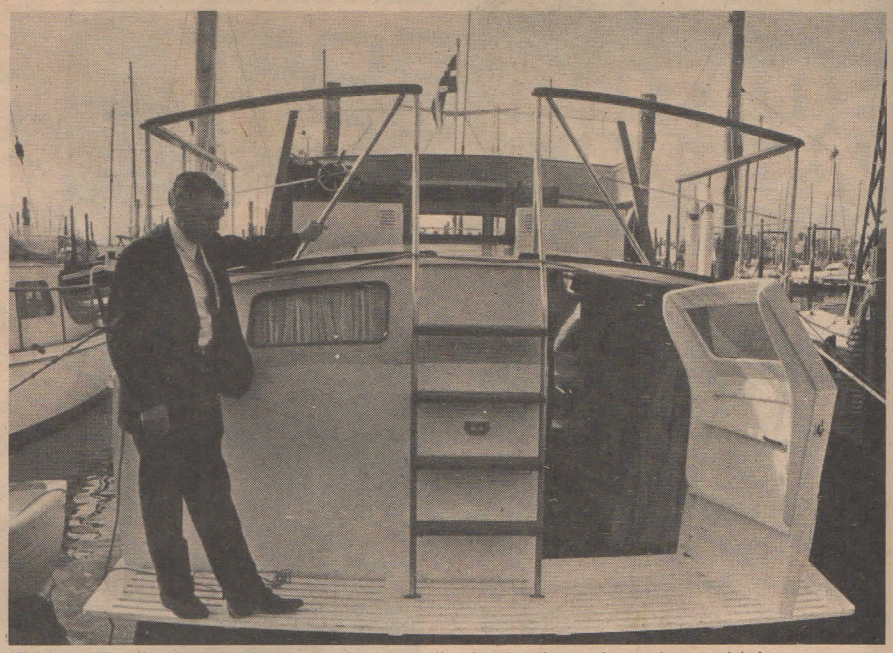
There are two 12-volt heavy duty tractor batteries, one for engine starting and one for lighting, both charged off the engine alternator by using a blocking diode system.

Construction

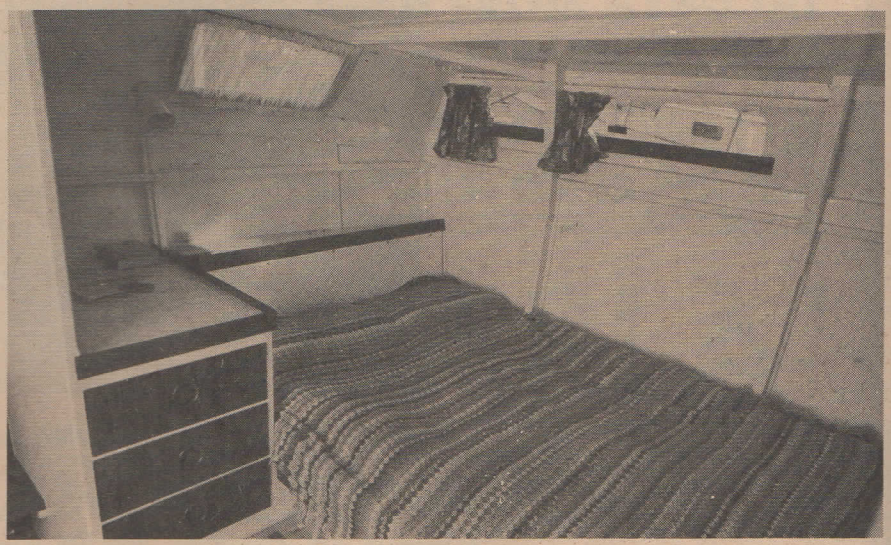
The hard-chine hull has 15 degrees deadrise at the transom and this is fairly constant up to amidships — virtually a monohedron bottom. The chine has a built-in spray rail.

Planking is double-skin kauri — two of 5/16in on the bottom and two of ¼in on the topsides — over 1in x 1¼in stringers at 6in centres, on the flat on the topsides and on edge on the bottom. Fastenings are copper nails and silicon bronze screws, through the planking and into the stringers.

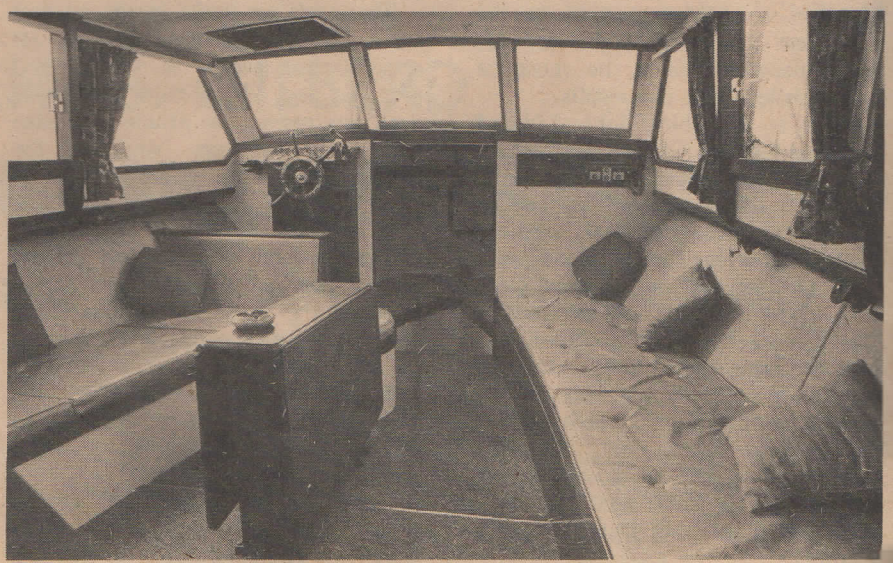
Frames out of 3 x 1¼in kauri are on 3ft centres with laminated floors from chine to chine between them. The floors are five laminations of 5/16in and the finished size is 2 x



Carla's "back door." Entrance from a dinghy is through a door which opens on to a wide boarding platform which also has access to the upper deck. This is handy when fishing



Port side of the aft cabin is a domestic size double bed. The cabin has full headroom



The roomy main saloon and the for'ard cabin. The table is wide enough to be used from both settees when it is unfolded

On the left is the passage running through to the aft cabin. The back door can be seen in the distance. The head and wash room are behind the doors of the left of the photo and the engine room behind the panels opposite. The centre picture shows the companionway on the centreline that leads to the upper deck and top steering position. To port of these (right hand photo) is the galley. The galley and passage are on a lower level than the main saloon

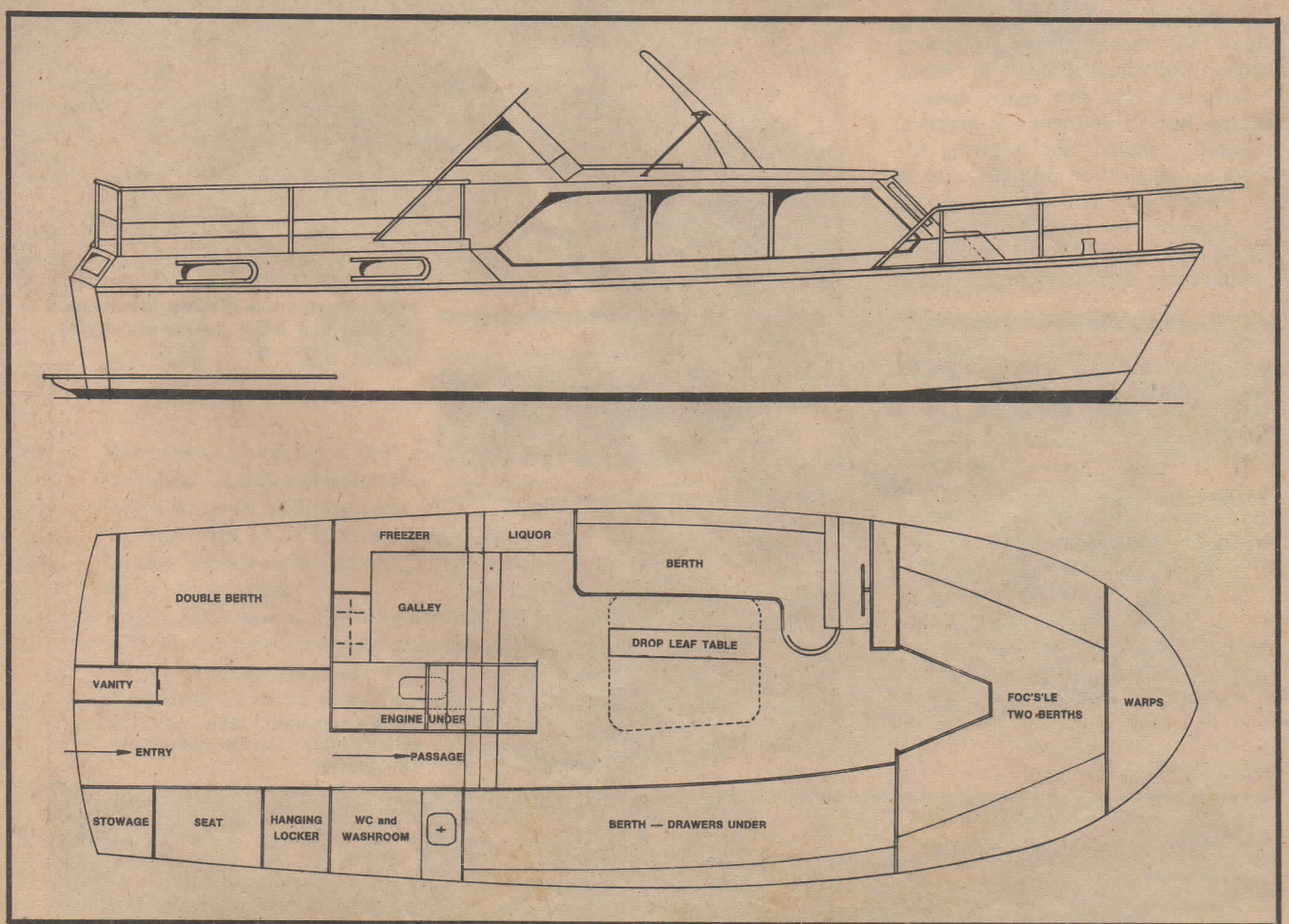
1½ in. The engine beds are also laminated.

Three Layers

The fore and side decks are ½ in marine ply on deck beams, and the upper deck aft is laminated out of three layers of 3/16in marine ply and one of ¼ in, with fore and aft beams with ply pads under them. The fore and aft partitions in the galley and each side of the passageway also give support to the upper deck.

The glue used throughout the construction was 521 resorcinol and Epiglue epoxy.

The entire hull, including deck and cabin top except for the teak trim, was fibreglassed with Epiglass 90 resin. The hull is painted with Marinecoat sprayed by Jim Wallace



of Chemical Applications, and the antifouling is Little Ships Permapoxy.

All windows and the windscreen are armour plate glass. The windscreen has a 90 degree deflecting panel at the top and this and its supports are all glued together so that there is no timber to impede visibility. The only wood on the screen is a piece down the back edge of the side supports to act as a hand grip. The screen was made up by Norman Glass Services Ltd.

Works Well

The deflector at the top of the windscreen works very well and it is possible to stand at the wheel with one's head clear of the screen and not feel the wind.

Other equipment includes a Lincoln Commodore radio, a Nilsson electric anchor capstan and two Wormald fire extinguishers — a 2lb dry chemical and a 7lb CO_2.

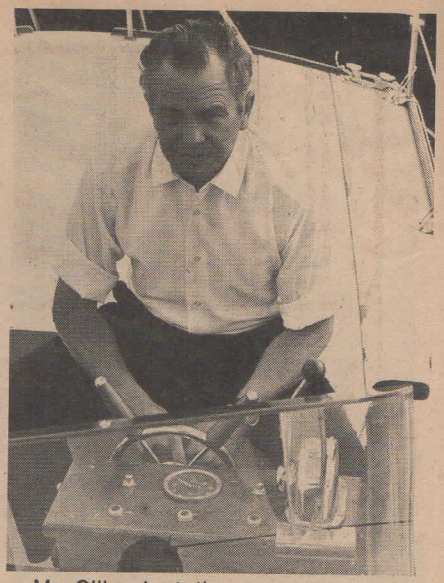
Ground tackle consists of a 25lb CQR and an 18lb Danforth with three fathoms of chain on each and polypropylene warps.

The engine is fitted with a Sailsbury neoprene underwater muffler from Andrew Donovan Ltd. The rudder is a standard Chatfield Engineering model.

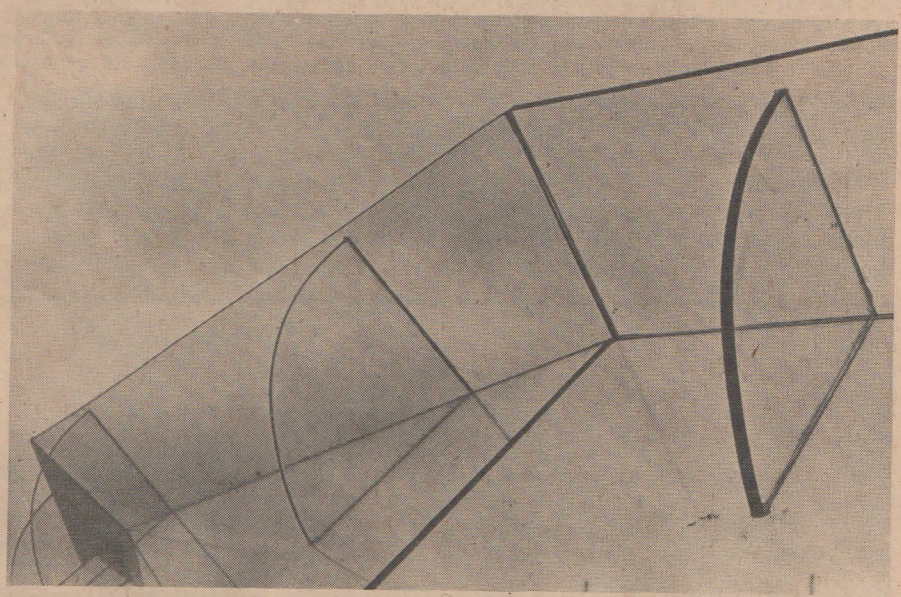
The stainless steel pulpit, and the aft stanchions which are capped with a teak rail, were made by J. B. King and Son Ltd who also made the tanks.

Carla is a boat with many unusual features but all of them are practical and well executed. She is giving tremendous satisfaction and pleasure to her owner, and her overall win in the Atlantic 100 has proved to the rest of the boating world that she is a remarkably successful boat. ■

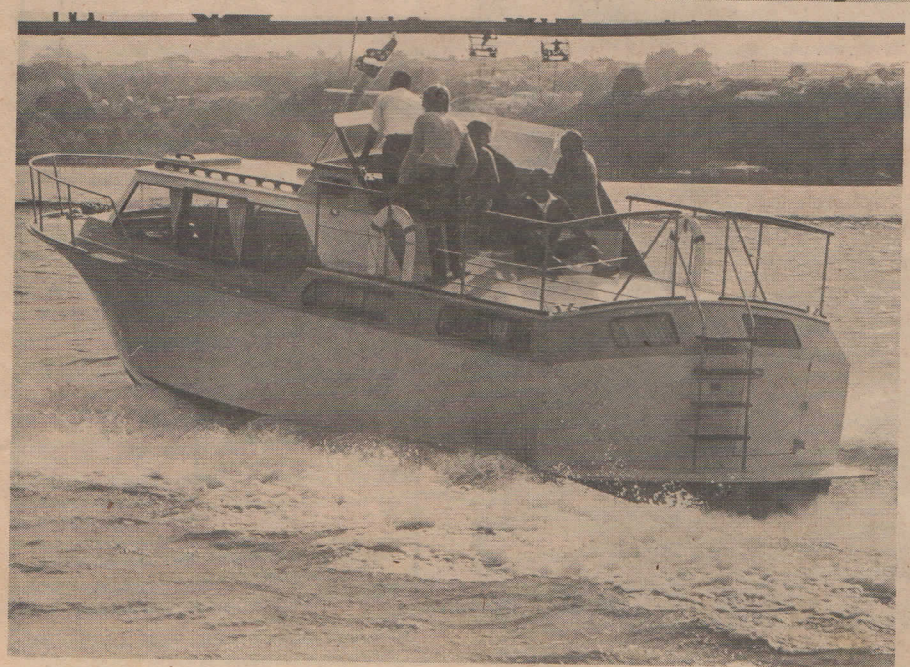
With the steps removed there is access to the front of the engine. The lockers above are part of the galley stowage and are accessible from above the end of the sink bench



Mr Gilberd at the upper steering position



The top of the sloping windscreen which has a 90 degree deflecting panel glued on to it



Carla's unusual cabin and deck arrangement can be seen from the quarter