

'REVEALING' THE



STOW AWAY!

This concept from Spirited Designs encompasses the two worlds of sail and power. Human nature commonly 'wants it all', and in this neat package you can! How often is the wind blowing the wrong way or not blowing at all? Now the 8.5m Stow Away, the largest in the Stow Away range of designs, can make the most of the conditions.

The 8.5m Stow Away design has a beam that will fit into a typical monohull marina berth. Although internally there is a surprising amount of living space. Being a power-sailer concept, the hulls are semi-displacement, and this means well suited to sailing as well. There are compromises made so it is naive to expect that this design will perform to racing standards under sail however the efficient power hulls will still be efficient under sail. The design is fitted with a single swing up centreboard to assist with its sailing ability, particularly upwind work. In keeping with the concept, it is assumed that most will choose to sail downwind as the engines are there if the wind is on the nose ...

Speaking engines, the design uses twin outboards for its main propulsion. The one advantage of the semi-displacement hull design is that they are efficient at any speed and therefore engine size is flexible. However twin 50hp outboard engines are recommended. The speeds predicted should be a healthy cruising speed of 20kts in flat conditions with the recommended engines.

The design utilises the bridgedeck cabin for standing headroom in the hulls. The clever overlap creates easy open access into the hulls which houses the head and shower in one hull and a separate single cabin in the other. Depending on which layout chosen there are a few layout options to consider. The bridgedeck

cabin area is large enough for a comfortable saloon seating space forward with a good-sized galley against the aft bulkhead with standing headroom throughout. Talking compromises, adjacent to the saloon seating is the double berth which shares this space. It's possible to access the berth from either the bridgedeck or down in the hull.

The two smaller designs in this range, a 6.5m and a 7.5m, have pop-top cabins to gain full headroom whilst at rest. These designs also have fold down innovative 'wings' that hinge down either side of the cockpit which provide an extension of deck room ideal for swimming or fishing etc. These designs are powered with a single outboard engine located centrally in a pod.

The 8.5m Stow Away cockpit is a spacious area which from the saloon leads all the way to the transoms on one level. Across the back behind the cockpit is a full width duckboard bridging between the twin outboards. Incorporated into the duckboard is the davit assembly to house the tender. Most of the cockpit is shaded from either an extension of the cabintop or a separate raised shadetop. Here again, the cockpit has a couple of variations, one set up with an open deck space, more for fishing and another with wrap-around seating more suited to sailing and socialising.

This design is available in kit form or as a plans-only package built using either balsa or foam core Duflex panel with epoxy. The simple forms mean that this is entirely flat panel construction ideally suited to DIY builders. The most advanced project of this design is being built in New Zealand and is almost at a structural shell stage. This project is being built from the Duflex balsa kit utilising foam core for the cabin and shade tops. The Duflex panels supplied by ATL Composites are pre-jointed to be joined onsite with either a press which can be hired from ATL or more commonly clamped between timber battens. These are epoxy glued together and require no additional reinforcement.



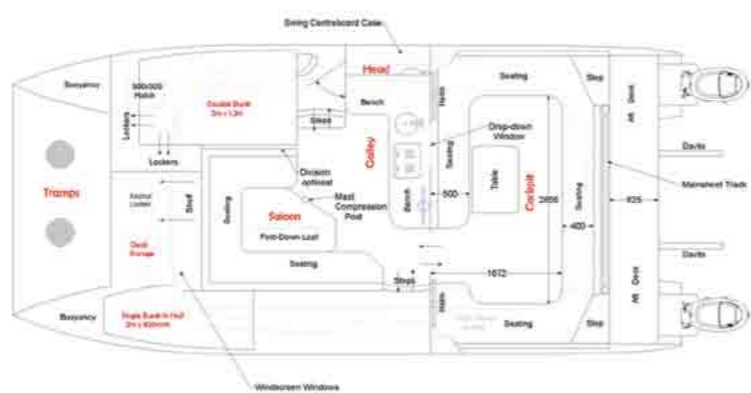
TOP: The hull is formed over the interlocking temporary build frame. Once the Duflex panels are joined, the full length hull panels quickly take the shape of the hull. The hull panels in this photo have been epoxy glued together, the next step is to tape the join lines

ABOVE: The structural shell almost complete. The cabintop is the last to be fitted once the internal fit-out has been done.



A side view shows the ATL 'Z-joints' where the sheets were joined. These are an extremely flush type joint requiring very little fairing to smooth out.

Included in the kit package are the temporary pre-cut interlocking hull frames which are used to form the hulls. The flat panel approach sees fast progress with high visual reward. All hull parts are joined with pre-cut fibreglass cloth tapes supplied in the kit for a structural connection. If the builder is careful when fitting the full-length hull panels inherent fairness is achieved minimising finishing work.



SPECIFICATIONS

LOA	8.5m / 27ft 9"
BOA	4m / 13ft 1"
Draft	665mm / 2ft 2"
Displacement	3500kgs / 7700 pounds
Bridgedeck Clearance	545mm / 1 ft 8"
Payload	1000kgs / 2200 pounds
Cruise Speed (Under Power)	20kts
Cruise Speed (Under Sail)	8kts
Top Speed (Under Power)	28kts
Top Speed (Under Sail)	18kts
Headroom	1.9m throughout
Motors	2 x 50hp 4 Stroke outboards
Fuel Capacity	300L
Fresh Water	400L
Berths	1 x double, 2 x singles
Estimated Build Hours	1500 (basic standard finish)
Kit Price (estimate only)	AUS \$42,000.00 ex GST

SPIRITED
DESIGNS

For more information on the Stow Away designs please visit:
www.spiriteddesigns.com.au