

G. DRUMMOND BAYNE (MARINE) LTD.

UNIT 20 WILLMENTS SHIPYARD HAZEL ROAD
WOOLSTON SOUTHAMPTON ENGLAND

Telephone: 441355 Telex: 47674



Elizabethan 30

A FAST CRUISER RACER

About the Elizabethan 30

The Elizabethan 30 prioritizes all that is best in the cruiser/racer concept with her sleek, but powerful lines and practical layout. The essence of this concept lies in the perfect balance of performance and comfort and the Elizabethan 30 has more than achieved this. Designed by David Thomas (designer of the award winning Sonata) her perfect pedigree was developed through extensive tank testing at Southampton University, and, to prove her impeccable stable Peter Webster's "Liz of Lymington 111" took both the Gold Cup and the Mills Trophy in her first season of racing. Yet this performance is not achieved at the cost of handling and safety: the Elizabethan 30 remains at all times a well-mannered craft providing speed and safety for both crewed fully or short-handed sailing.

An equally important aspect of the cruiser/racer is its ability to provide the comforts of home, and here the wide beam and full standing headroom ensure a spacious interior. In all, there are six full length berths, two single berths in the forepeak, a single and double berth in the main saloon and a single quarter berth. Inside the main companionway to port there are full galley facilities including cooker, sink and ice box. To starboard there is a large chart table with chart stowage underneath, the navigator sitting on the quarter berth). Between the main saloon and forepeak is the toilet compartment complete with W.C. and washbasin, with hanging locker to port.

As befits a high performance hull the sloop rig is a simple high aspect ratio sail plan allied to a clean uncluttered mast and standing rigging. A roller reefing mainsail is teamed with a small wardrobe of headsails comprising of Genoa, No1 and No 2 jibs and a storm jib. The largest headsail is 300ft. and does not require massive winches or large crews to handle. The deck layout is simple and spacious with wide side decks and a clear foredeck. The roomy self draining cockpit features a tee shaped well with tiller steering and large accessible cockpit lockers. The deck and cockpit are constructed in G.R.P. balsa sandwich providing strength and safety with large areas of non-slip surfaces.

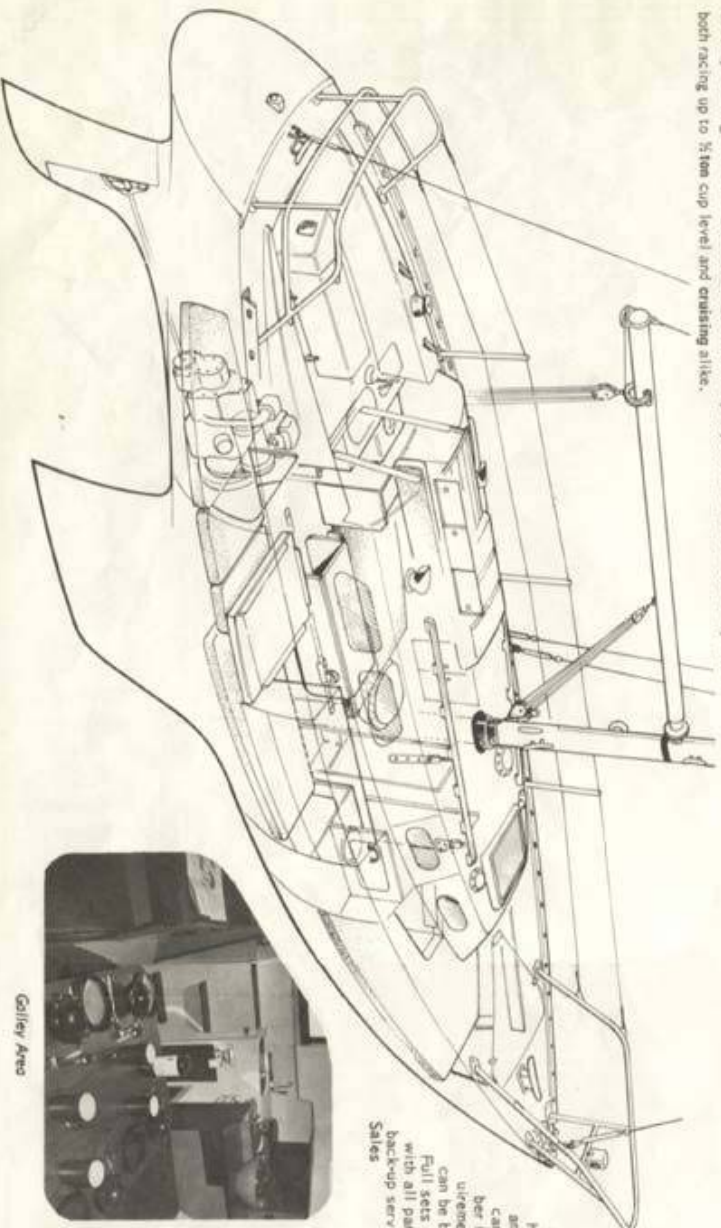
In today's sailing scene the Elizabethan 30 offers the prospective owner an ideal entry into both racing up to 5 ton Cup level and cruising alike.



Tank Testing at Southampton University

Auxiliary power is provided by an inboard diesel of 10 HP flexibly mounted beneath the cockpit with simple single lever controls giving ample power and speed for most situations.

For the Home Builder there are various options open. Having a fully moulded interior, makes fitting out within the reach of the average handyman. However for the more ambitious the moulded interior can be omitted and a one-off timber interior to customer's own requirements fitted. Alternatively she can be bought in a "Sail-Away" form. Full sets of working drawings are issued with all part finished craft. Plus a full back-up service together with Chandlery Sales



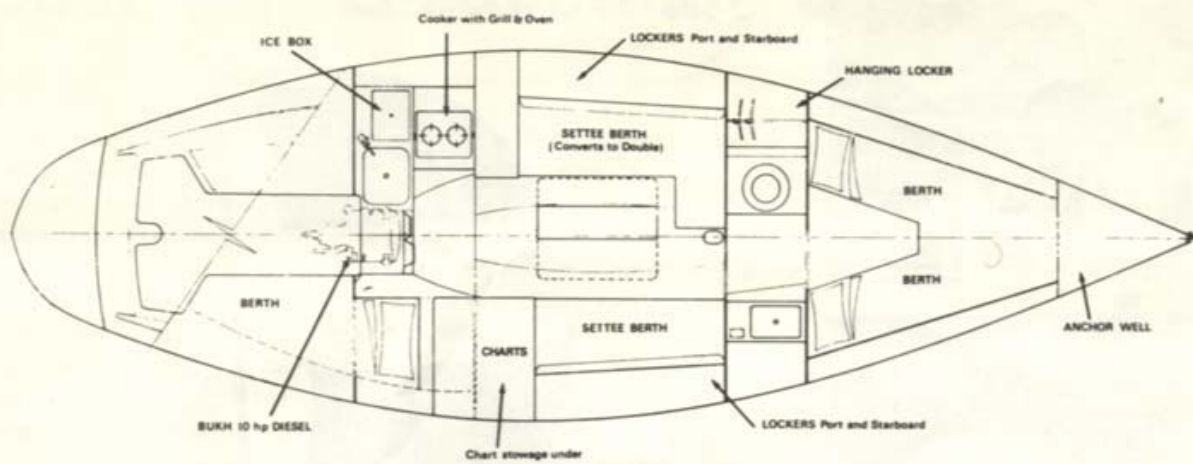
Galley Area



Main Saloon

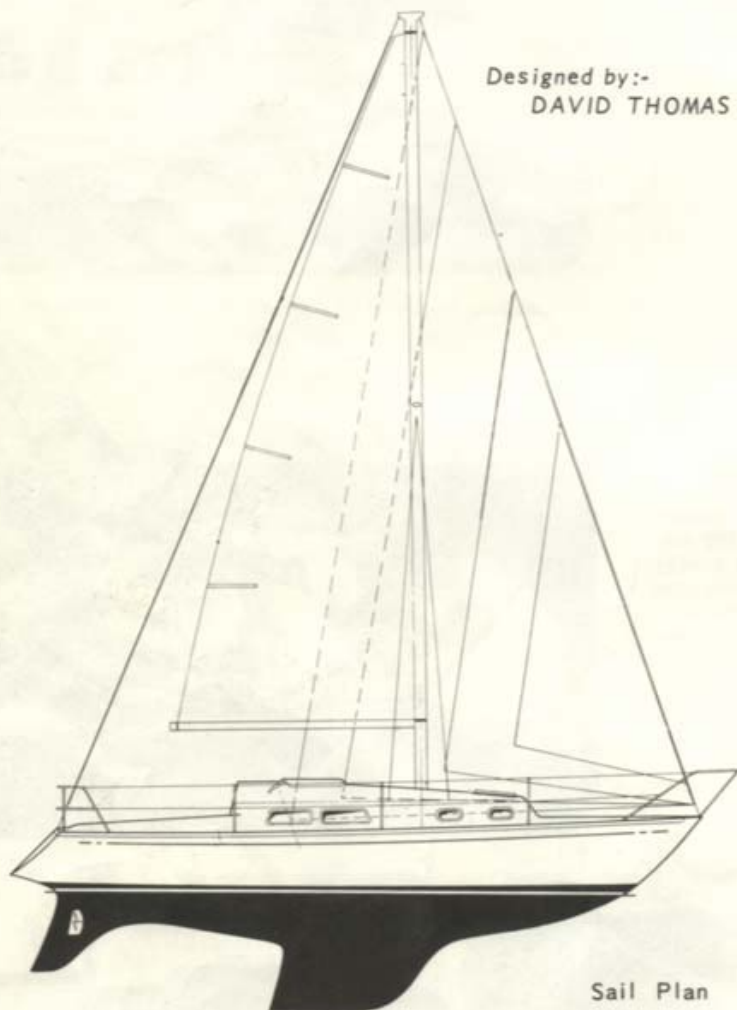


Cockpit Area



General Arrangement

Designed by:-
DAVID THOMAS



Sail Plan

SPECIFICATION

Construction

Hand lay-up G.R.P. using first grade materials.

Principal Dimensions

Length O.A.	29'-6"	9m
Length W.L.	24'-0"	7.3m
Beam	9'-3"	2.82m
Draft	5'-0"	1.52m

Sail Areas

Main	148 ft ²	13.74m ²
No 1 Jib	220 ft ²	20.43m ²
No 2 Jib	112 ft ²	10.4m ²
Genoa	300 ft ²	27.87m ²

Weights

Displacement	3.2t	3247 kg
Ballast (Cast Iron)	1686 kg	
Ballast Ratio T.M.	52%	7.6

Headroom

Full standing.

Berths

6 full length

Capacities

Fuel	12 gal	54.5 litres
Water	40 gal	182.0 litres

Other Craft available :-

- ELIZABETHAN 23
- ELIZABETHAN 33
- ITCHEN FERRY
- AMAZON CATAMARAN

G.D.B. MARINE Ltd.

(G. DRUMMOND-BAYNE MARINE LTD.)
Unit 20, Willments Shipyard, Hazel Road,
Woolston, Southampton. Tel: So'ton 441355

Designed By; David Thomas

Elizabethan 30

PRICE £16750 + VAT

Specification

GENERAL DIMENSIONS

Length O.A.	29' 6"	—	9 m
Length W.L.	24' 0"	—	7.3 m
Beam	9' 3"	—	2.82 m
Draft	5' 0"	—	1.52 m
Ballast (Cast Iron)	1.66 tons		1686.6 kg.
Displacement	3.2 tons		3247.4 kg.
Ballast Ratio	52%		
Thames Tonnage	7.6 tons		
Headroom	Full Standing		
Berths	5 Full Length		
Capacities	Fuel 12 gals.		54.5 Litres
	Water 40 gals.		182.0 Litres
Sail Areas:-			
Main	148 ft ²		13.74 m ²
No. 1 Jib	220 ft ²		20.43 m ²
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HULL:

Highest quality glass fibre reinforced polyester moulding. Skilled hand lay up and use of woven rovings ensures high strength to weight ratio. Marine plywood bulkheads bonded to hull and deck together with internal mouldings.

DECK:

One piece moulding in highest quality glass-fibre reinforced polyester with Balsa Sandwich construction on horizontal surfaces. Moulded in Plywood reinforcements in way of deck fittings. Self draining cockpit with large accessible locker on port side, shallow cockpit locker to starboard and large lazarette aft. Interior deckhead lining incorporated during moulding.

KEEL AND RUDDER:

Cast Iron Ballast Keel of 1.66 t. securely through bolted to Hull. The Glass-fibre Rudder is securely attached to the full length stainless steel rudder stock by tangs to distribute the load. The rudder is supported by a stainless steel heel fitting and bearing and passes through a tube with Tufnol bearing top and bottom. A lifting tiller is fastened to the rudder stock.

FINISH:

All moulded glass-fibre surfaces reflect the high gloss finish of the moulds.

Bottom Antifouled, after suitable priming.

Caveta Line Moulded in.

Deck Horizontal surfaces painted to produce a non slip finish.

Exterior Joinery Work Oiled teak or teak faced marine ply, grab rails, main hatch, washboards etc.

DECK FITTINGS:

s/s bow fitting incorporating roller together with forestay tang and genoa tack attachment points. s/s Pulpit. Anodised alloy toe rail. One large mooring cleat forward. Forward fairleads p & s. Anchor well and cover with lash down points for anchor. Alloy/Perspex forehatch. s/s backing plates for shroud chain plates. Strap chainplates with s/s backing plates for lower shrouds. Eight alloy frame windows. Staunchions and bases with guardrail. Genoa track with non tumbling fairlead. Mainsheet track and stops. Two Genoa sheet winches. Two sheet cleats per winch. One large mooring cleat aft; aft fairleads p & s. s/s Pushpit, s/s 'U' Bolt Backstay Chain Plate. Diaphragm bilge pump fitted in cockpit lkr (10 gpm). All load bearing deck fittings through bolted with s/s fastenings.

VENTILATION:

Two Tannoy ventairs to forecabin. Tannoy ventilite to heads compartment, two flexible cowl vents to galley and saloon.

ACCOMMODATION
(From Forward)

Forecabin Two berths with locker space below, plus two drawers.

Heads Compartment Full width toilet compartment divisible from accommodation by two sliding doors. Toilet to port with hanging locker outboard. Washbasin with lockers above and below to starboard. Fresh water pumped to basin. All seacocks are easily accessible either below the sole or in the hanging locker.

Saloon Settee berths port and starboard with cushioned backrests which hinge to reveal lockers. Additional lockers above backrests with teak fronted sliding doors. Port settee is 'L' shaped for increased sitting space and to facilitate optional double berth. Single pillar table with two leaves. Aft end of port berth is a sideboard with cutlery drawer. Starboard aft is a large sit down chart table with chart stowage below and a teak panel outboard for instrument stowage. Starboard quarter berth extends under cockpit seat and has stowage lockers below.

Port side aft is a roomy galley with stainless steel sink. Fresh water is pumped from two twenty gallon flexible tanks under saloon berths, deep ice box and calor gas cooker with two rings, grill and oven. Lockers for stowage of provisions and utensils above and below counter tops.

Removable engine cover/companion step for easy engine access. Space for stowage of oilskins to Port of Engine cover. Cabin sole is covered by carefully sealed cork tiles.

Interior Finish All joinery work in varnished teak finish. Cushions in 4" foam P.V.C. fabric covered. Hull linings in Vynide anti-condensate material.

ELECTRICS:

54 amp hour battery charged by engine. Battery isolation switch.

Exterior Tri-coloured combined port, starboard and stern light, mounted on masthead meets latest requirements. Foredeck flood light and steaming light.

Interior Fluorescent light in forecabin and in centre of saloon and heads compartment. Flexible chart table light and gallery light. All lights are controlled by conveniently positioned master switch panel with integral fuses. Internal lights have individual switches.

ENGINE:

10 h.p. Single cylinder diesel engine with flexible mounts. Engine start/stop controls and indicator lights conveniently located on master switch panel. Single lever throttle/gear control located at aft end of cockpit near tiller. Remote stern gland greaser in port cockpit locker. Twelve gallon fuel tank under cockpit.

SPARS, RIGGING
AND SAILS

Spars Anodised aluminium alloy mast and boom, roller reefing. Spinnaker pole track on foreside of mast. Spinnaker crane at masthead, spinnaker pole lift. Attachment point. Kicking strap and mainsail tack downhaul attachment. Genoa halyard winch.

TERMS OF PAYMENT:

DELIVERY:

INSURANCE:

Rigging Stainless steel standing rigging with s/s rigging screws, s/s toggles where necessary, s/s main and genoa wire halyards with polyester tails. Fixed length topping lift. Braided polyester four part mainsheet with cam jamming block at lower end. Braided polyester genoa sheets.

Main tack downhaul tackle, Genoa tack strap, kicking strap/boom vang.

Sails Mainsail and No. 1 Jib in white Terylene.

COMPLETE BOATS:

One-third deposit with order.

One-third on completion of mouldings.

Balance: fourteen days prior to completion.

PART-COMPLETE BOATS:

50% Deposit with order.

Balance fourteen days prior to completion.

By quotation.

Insurance in transit at owner's risk.

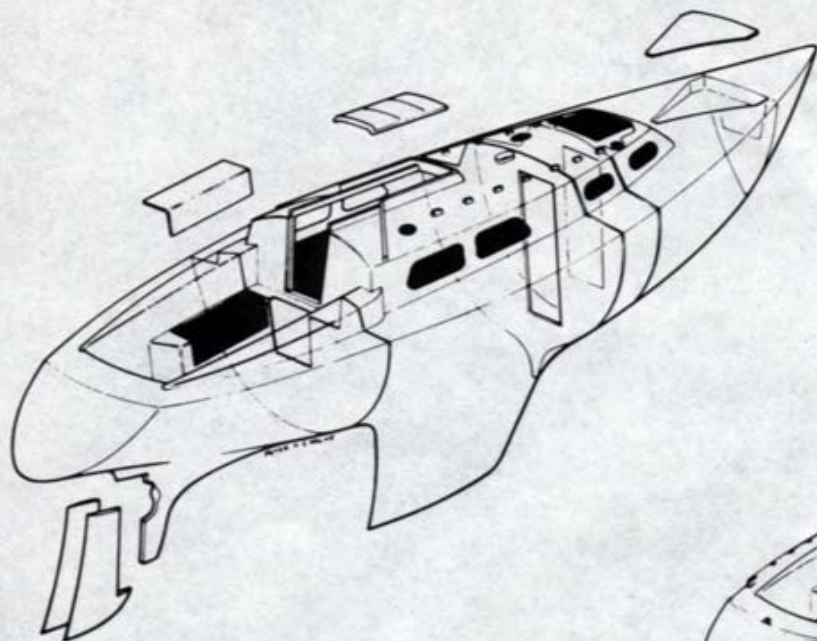
NOTE: In the interest of improving this boat, the Company reserves the right to alter this specification without prior notice.

This specification does not constitute an offer and should be checked at time of ordering.

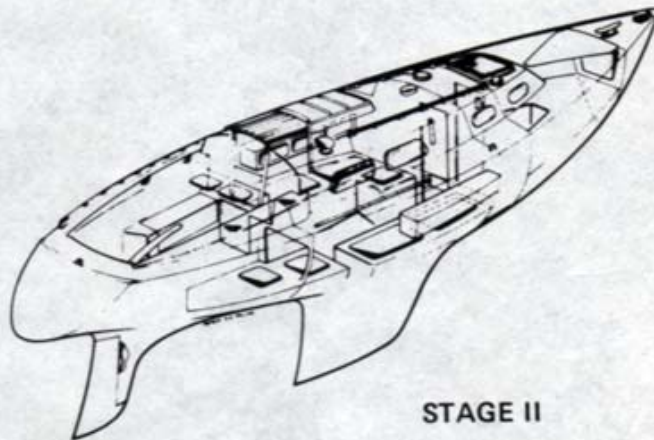
TERMS OF BUSINESS ON APPLICATION.

Elizabethan 30

For Home Completion



STAGE I



STAGE II

SAIL AWAY £9000

For those wishing to complete their own craft we can supply the Elizabethan 30 in a number of stages of completion. We give full working drawings with all part built craft together with full advisory service and chandlery back up facilities.

ALL PRICES ARE EXCLUSIVE OF VAT

Should your requirements be different from the stages we supply we will be pleased to quote to your specific requirements.

STAGE I	Hull and Deck with Ballast, Main Bulkheads and Rudder Mouldings.	£ 4850
STAGE II	Hull and Deck with Ballast, Main Bulkheads, Rudder and Interior Mouldings.	£6350...

We also supply both Sail Away / Motor Away Packages for both these stages.

- a) **SAIL AWAY** – Mast, Boom, Standing and Running Rigging, Mainsail and No. 1 Jib and Relevant Deck Gear. £2500....
- b) **MOTOR AWAY** – Bukh 10 HP Inboard Diesel Installed. £1950...

Built by G. Drummond-Bayne (Marine) Ltd., Unit 20, Willments Shipyard, Hazel Road, Woolston, Southampton. Tel: Southampton 441355 (S.T.D. Code 0703)