

design

the Coral Cove 31



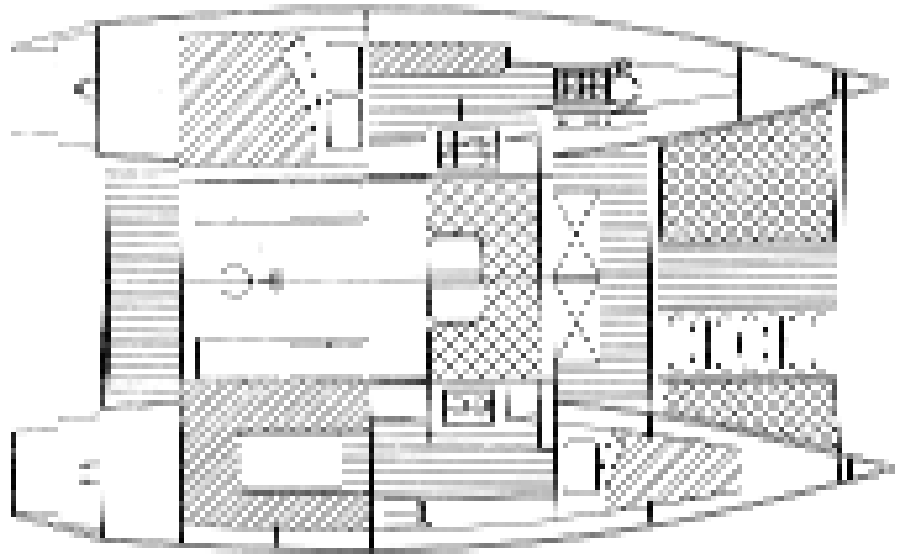
INSHORE RIG

■ by MIKE WALLER
YACHT DESIGN

Following the release last year of the Coral Cove 40 catamaran, many enquiries have been received asking for a smaller version, more suitable for couples, small families or single handling, for coastal voyages or short open water voyages. As a result, the Coral Cove 31 now joins the ranks of the 'Coral Cats' from Waller Design.

DESPITE having two separate hulls, the Coral Cove 31 is very spacious, with excellent accommodation and a sheltered central cockpit. This spaciousness has been achieved by the simple addition of a blister pod on the inboard side of each hull. In one sweep, this addition increased the internal space, allowing wider and more liveable berth and dinette areas in otherwise narrow hulls. It also provides wider decks, greater vessel strength and stiffness, and eliminates the need for a separate module for the central cockpit. The space between the pods and the two main beams is simply fitted with a solid floor for a spacious cockpit. This space can then be utilised in any way deemed fit by the builder, and a soft or hard top can be dropped onto the top for ultimate crew protection.

The accommodation layout has a full size double berth aft in the port hull, with a separate w/c compartment in the bow. There is room within this compartment for a shower. The midsection of the port hull can be seating and a chart area or storage and entertainment. In the starboard hull, the aft section is devoted to a large dinette area, made possible by the hull pod extensions. This dinette can convert to a second full size double berth. There is a single berth forward, with a very useable galley in the starboard mid



section. In the cockpit, the forward section can include a small dinette area for comfortable on deck seating and eating, and is fully protected under a cuddy style turret roof, or optionally a soft top. The aft cockpit remains open for working on the vessel. The accommodation has full standing headroom in all walking areas, and good sitting headroom over all berths and dinette areas.

Construction of the CC31 is all plywood/timber/epoxy, and is as simple as a boat this size, type and strength can practically be. The hulls consist of a ply shell over an armature of ply bulkheads and longitudinal stringers. For added performance and manoeuvrability the hulls have a double chine hull section, with mini keels for cruising simplicity.

The keels also allow efficient spade rudders, which are efficient and easy to construct with the use of off the shelf bearings. Cross beams are box structures solidly mounted to the hulls to provide a stiff base for more efficient sailing rigs.

The Coral Cove 31 design has two alternate rigs as standard. Both share the same spars, and differ only in the shape and size of the sails and the rake of the mast. The plans also allow for spars to be made at home by the builder, for cost efficiency.

The offshore cruising rig is a low-tech 7/8th sloop rig, which, in keeping with the low cost concept of the vessel, has a small roached main with short battens, to eliminate the cost of full length battens and batten cars. Rigging will use simple, home made fittings wherever possible,

Mike Waller Yacht Design

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and lanyards instead of expensive turnbuckles on the mainstays.

The alternate inshore rig is more high tech, with a heavy roached, fully battened main and slightly larger sail area, for increased performance.

The auxiliary power for the CC31 is provided by twin 9hp outboards housed in small pods built under the cockpit seats, and accessible by simply lifting the seat tops. The pods can be built as permanent fixtures, or as lowering carriages.

The basic concept of the Coral Cove 31, as for all of the Coral Cats, is a vessel which can be easily built at home without prior building experience, and which can be built in two separate units by those with limited building space. The boat can be completed up to 95% in the backyard, and then carried to the water for final assembly, without the need for expensive haulage equipment. A standard semi

trailer will do fine, as each hull unit is within the normal road width limit.

There is an old cliché that a boat may have low cost, high speed or good accommodation. You can have any two of these, but not all three. This design is an attempt to provide the best of all three without compromising too much in any one area. It is not the cheapest plywood cat around, but it will still be a very inexpensive boat to build, and cheaper than most. It does not have grand accommodation, but what it does have is better than usually seen in this style of boat. Depending on the rig used, its performance will be most acceptable for cruising purposes, and perhaps better than many sailors have come to accept from this style of vessel, but it is not intended to be a racing vessel. It is rather, meant for those who want the extra accommodation and extra strength needed for a safe and comfortable coastal

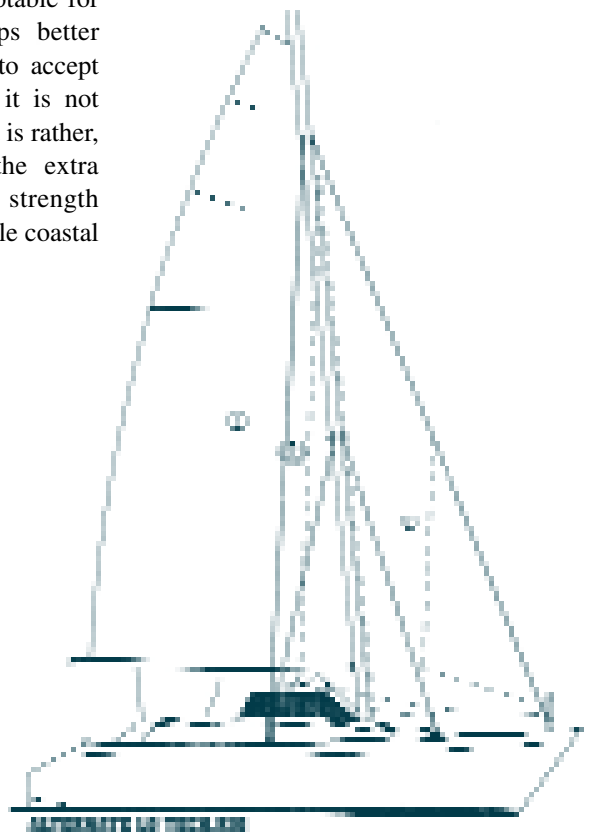
and ocean voyage, or for short term living aboard, but at a budget price.

The plans are comprehensive and detailed, covering all major aspects of the construction, and come complete with full specifications, building notes and materials lists. ❖

Further information on the Coral Cats is available from Mike Waller Yacht Design.

SPECIFICATIONS

LOA	9.42m
Length (designed waterline)	8.02m
BOA	5.8m
Beam (Hull OA)	1.82m
(Hull WL)	0.90m
Draft (Hull overall)	.84m
Draft (Hull-Canoe body)	.39m
Hull Length/Beam Ratio (waterline)	9:1
Sail Area	50.26m ² (coastal rig) 45.36m ² (offshore rig)
Designed Displacement	2965kg
Kg per cm immersion	110kg (salt water)
Design weight	2465kg+
Payload to Waterline	500kg +
Maximum Payload	1000kg
Fuel Capacity	to builder's choice
Fresh Water Capacity (as des)	240L



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