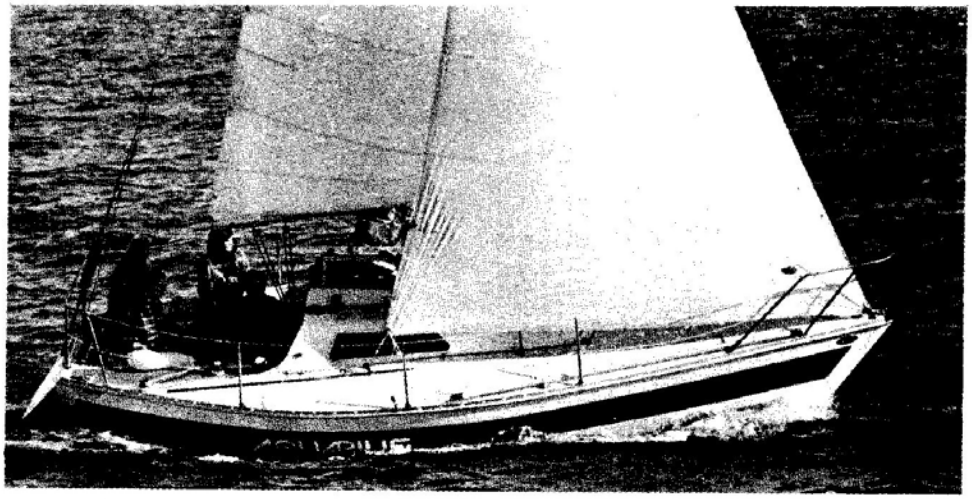
BOATS



Holland 25

I first met the Holland 25 at Weymouth, England, in 1973 when a young New Zealand boatbuilder, Ron Holland, began making his way in the design world by winning the Quarter Ton Cup with a boat called Eygthene — which was the way the US builder reckoned Ron pronounced eighteen, the rating number for Quarter Ton.

There were all manner of boats in Weymouth, from the way-out to the conventional, and some were faster than Eygthene in certain conditions. But Eygthene won with consistent placings in all weather.

Holland has gone on to design many other successful yachts to Admiral's Cup size and establish his reputation among the very small group of top international designers.

Eygthene has gone on, too — outdesigned as a Quarter Ton winner but still a very successful stock cruiser/racer — in the US as the Kiwi 24, in the UK as Eygthene 24 — and in Australia as the Holland 25.

Doug Sharpin of Melbourne, Holland's Australian man, has sold 60 Holland 25s since he launched the first three years ago.

The boat sails beautifully and is still highly competitive in JOG fleets. A newly-launched Holland 25, Kermit, with threequarter rig instead of the standard masthead rig, was fifth in the Australian JOG championship at Mooloolaba this year.

But its real appeal is as a very big "little" cruiser. With a 10ft beam, the boat is only two inches narrower than the Holland 30 Half Tonner that Doug Sharpin also makes. So there is room for a really functional accommodation layout with lots of room for the people and stowage.

Sharpin is producing two new versions of the 25 — a shoal-draft cruiser and a trailable centreboarder.

The shoal draft boat has a longer, shallow keel (the boat draws 3ft) with the same amount of lead, 1650 lb, as the fin-keel version. Masthead rig is standard.

The centreboarder, aimed at the now highly-competitive "maxi" trailer-sailer market, features a neutral buoyancy retractable keel and a retractable dagger rudder in an aluminium box set through the after deck. You will, says Doug Sharpin, be able to retain steering ability right to the beach. The platecase will be used to form a dropside table. It will have the same concave trailing edge shape on the laminar-flow fibreglass centreboard as Holland's successful Silver Shamrock III, runner-up in last year's Half Ton worlds.

The centreboarder will have as standard threequarter rig for ease of handling and potentially-higher racing performance.

The boat will require a wide-load permit for towing on the road but, Doug says, be no more awkward to tow than a large caravan.

The Holland 25 hull features U-shaped forward sections to stop hobby-horsing, flat midship section running out aft for a reasonable distance before tucking up to a smallish transom. The flat mid to aft sections give fast reaching and running and a bonus inside of wide cabin floor space.

The beaminess, created mainly by topside flare, went into the initial design to get the weight of the crew outboard as far as possible for added stability to windward. At 3500 lb, the Holland 25 is moderate displacement. It carries 1650 lb of lead in its keel.

The fin keel is wedge-shaped in profile and shaped for hydrodynamic lift in section. It's hardened with antimony and secured to the hull with six ⅝in diameter keelbolts moulded into the lead.

The rudder, a deep spade shape, is semi-balanced, contributing to the excellent steering qualities of the Holland 25. It is fibreglass and has a 1¼in diameter stainless steel stock with welded lugs.

The hull is of hand-laid fibreglass with a composite layup of chopped strand matt, strengthened with woven rovings, double overlapped along the keel. The join of hull and deck is reinforced by an internal gunwale flange. The keel area is stiffened by laminated ¾in plywood to transfer loadings to the bilge areas.

The forward interior moulding incorporating vee berths, toilet mounting, anchor stowage in the floor and starboard hanging space is used to stiffen the bow sections of the hull. The main bulkhead of ½in maple marine plywood is a main structural member, bonded to the skin and to the keel reinforcement.

The interior is laid out with a vee berth forward. Behind the main bulkhead to port is an enclosed toilet compartment and opposite that a hanging locker.

In the main cabin, to port are a settee berth and quarter berth, each 6ft long and to starboard a 7ft settee/quarter berth. The brochure drawings show a slide-out chart table stowed partly in the quarter berth but in fact, hardly any buyers have requested this. All berths have recessed hatches for access to large stowage areas. There are big shelves behind the settee backrests.

The settees now have vinyl covered backrests — lack of backrests was a point of criticism in the earlier boats.

There is a small seat against the main bulkhead.

Centreboard version.

Cockpit seats are wide, non-skid pronounced.

The galley unit, to starboard, has a two-burner methylated spirits stove, sink served by a 7-gallon water tank and pump and big ice box. There is a cupboard under the stove recess and provision for plate racks behind.

There is 5ft 9in headroom under the highest part of the cabin top.

The standard interior finish is vinyl-coated plywood headliner, Nautolex floor covering and speckle flow-coat on the remaining, exposed interior surfaces. The interior pictured was a luxury version, including wool upholstery, carpet and extra teakwork.

The engine — the Volvo MD5a 7.5hp diesel is the option offered — stows away behind the teak companionway ladder.

The deck moulding incorporates a 22in square forward hatchway, big self-draining cockpit and 2ft 3in wide, flat "fun decks" as Doug Sharpin calls them. They are quite steeply cambered, providing safe and comfortable seating when the boat is heeled. There are big non-skid inserts moulded into the deck.

A well is moulded into the after deck to hold two 30in lifebuoys.

The Lightspars K10 section mast is rigged with caps and lowers over a single set of spreaders, inner forestay and tackle-adjusted backstay.

Full-length alloy toe-rails are bolted through the bonded hull-deck join. The deck hardware includes two Barlow 20 sheet winches, two Barlow 16 halyard winches either side of the companionway, genoa tracks and cars, mainsheet traveller and track sited on the bridge deck, bow and stern mooring cleats.

I found the boat a delight to sail in a 10-knot breeze on Port Phillip Bay — delicate on the tiller with just a touch of weather helm and once in the groove she seemed to be flying and pointing high.

Steering from the side-deck with tiller extension, you really get superb vision of the water ahead and the sails above.

The boat is easy to tack. The tiller hinges, giving plenty of room in the cockpit for the crew to work and move through a tack, and the boat itself simply pirouettes around.

To me, with its sailing qualities and roominess below, the Holland 25 is one of the best examples of the cruiser-racer concept.

The Holland 25 is available in several stages, from the basic stage one, with the hull structurally finished, for $9606. The stage 2 "sailaway" version, with deck hardware, spars and rigging, mainsail and number two jib costs $12,534 and the fully-fitted stage 3, $15,100.

The inboard diesel Volvo MD5a, installed, adds another $3000 to the price and the luxury interior finish with fibreglass interior liners, backrests, wool upholstery, carpet and extra teak work, $1200. **— Bob Ross**

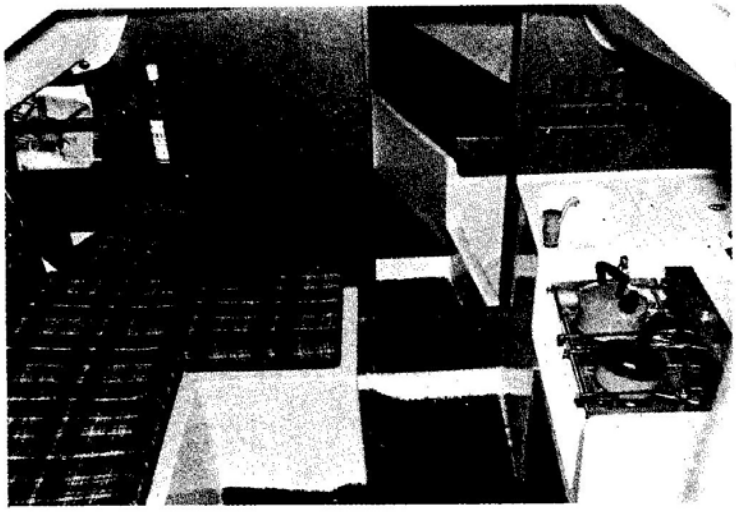
Length overall	25ft 0in 7.62m
Waterline	20ft 3in 6.17m
Beam	10ft 0in 3.04m
Draft	5ft 0in 1.52m
Displacement	3500lb 1590kg
Ballast	1650lb 750kg

Sail areas: Mainsail 119 sq ft, No. 1 genoa 238 sq ft, No. 2 genoa 160 sq ft, spinnaker 527 sq ft.

Designer: Ron Holland

Builder: Doug Sharpin's Yachting World, 10 Ambleside Close, Frankston, Vic 3199.

Luxury finish version of standard layout.



Galley and starboard settee.