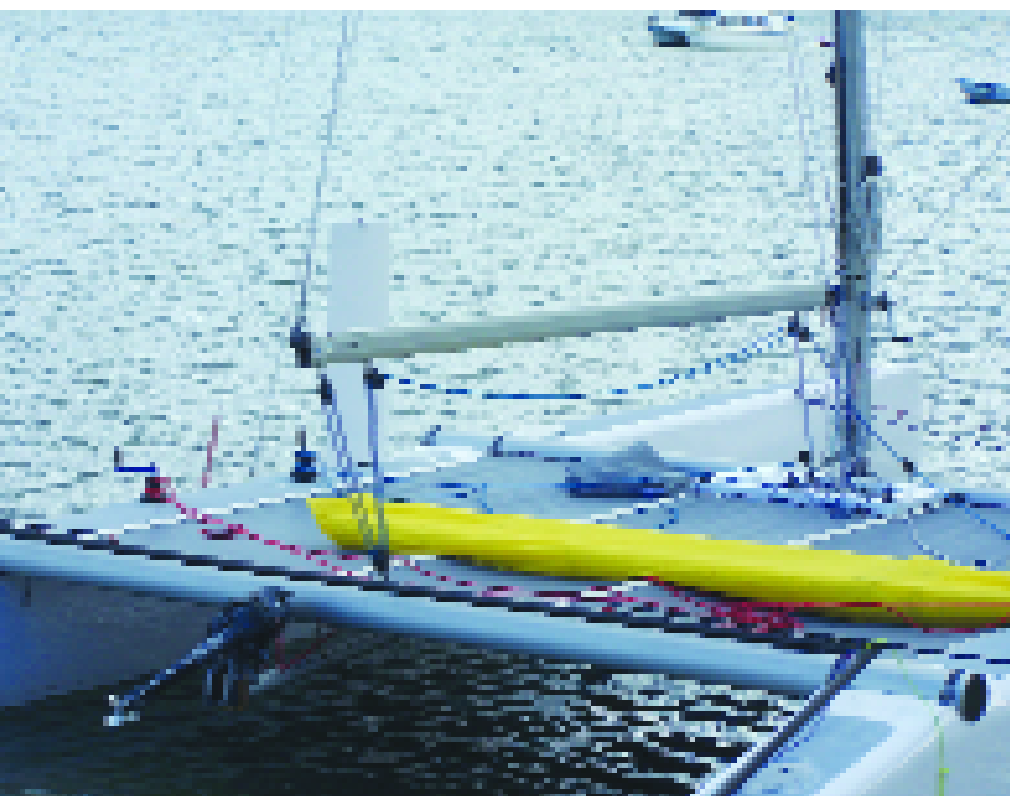




Nacra 36 revisited



■ by WARREN GUINEA

THE original Nacra 36 started life in the mid 70s as a Roland 36. The boat was built and designed by Tom Roland in California. It was a revolutionary boat with vertical seams and a teardrop hull shape. His plan was for a big cat for corporate racing, unfortunately Tom Roland's idea was about 20 years ahead of its time.

He soon changed tacks by building smaller versions and created the Nacra name with the Nacra 5.2 and 18sq.

His idea and design have been a major influence in today's multihull world, with

Deck layout with winches, access hatches for aft tubes, outboard bracket, safety box and huge deck space. (left)

many large multihulls still using this hull shape.

Bob Forbes who was the first builder of Nacra in Australia imported the Nacra 36 #8 in the early 80s, and it became a familiar site on Sydney Harbour reaching speeds up to 30kts. It is surprising how many people still have vivid memories of this boat. The boat in recent years has now found a new home with Nacra Australia in Brisbane, Qld, where Nacra has been produced since 1985.

Ross Guinea, the owner of Nacra, says we are very grateful to Bob Forbes for selling us this boat and keeping it in almost original condition. We really feel the boat has helped to create the Nacra name and it is an important part of our 30 year history.

This boat was something special in it's time, but it is now the 21st Century and it is an exciting time for fast multihulls. The concept of the Roland 36 is right but the design now needs a major update.

Ross set out to totally re-design the whole boat to make it a more modern



boat that would appeal to multihull sailors of today.

The NACRA R36 concept

- One design high performance catamaran;
- Trailerable;
- Crew three to five persons.

Design

We have totally re-designed the hull. Basically the only thing that is still the same is the name but every other area has been totally re-engineered.

The entry was made finer, this was to reduce the amount of water the boat used to spray, rocker, more buoyancy was added in the middle and the aft of the hull, beam position was moved further back, rudder and boards were totally re-designed, the deck layout have all been reengineered to cater for winches and access hatches in the hulls as well.

The platform now has a 8' round beam bedded half into the hull with 2-4" round fore aft tubes. This makes the boat super stiff and eliminates any twist. The fore aft tubes also support the outboard bracket and the safety box at the base of the mast.

Close up of crew on wire. (above right)

20-25kts breeze and we were sailing at 26-30kts, the boat was so light on the helm. Two of us were in total control at 20+ boat speed not having to ease a thing when a bullet hit. She's a dream. (below)



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The 50' mast has tapered above the hound and incorporates a single spreader system and captive mast ball step and mast spanner control.

The rudder system incorporates a 2:1 up and down system and the new rudders are carbon fibre.

The daggerboard has also been redesigned and are also manufactured using carbon fibre.

Hull weight is approx 240kg per hull. The hull incorporates eight vertical bulkheads plus horizontal bulkheads in the main beam areas. The construction is high density 13mm and 15mm foam. Carbon and double bias cloths, non skid

deck patches for ease of manufacture that incorporates stowage areas fore and aft of the main beam and access to the transom area. They also have been designed to take the traveller and main sheet winches.

Specifications

Length	36ft 11.2m
Width	20ft 6.1m
All up sailing weight	1100 kg including outboard and safety box
Mast height	50ft 15.3m
Mainsail	46sqm
Self Tacking Jib	15sqm
Screecher/Spin	TBA

Weight

It is an all important part of the concept, the power to weight ratio must be right. Weight can relate to speed and money.

The fact is if it is to be trailerable you need to tow it and if the total weight exceeds 2000kgs then the braking system becomes involved and expensive. You will also need a very large vehicle to tow it. The Nacra R36 can be towed with a standard 4WD with no problems. We have come up with an expanding trailer which allows the boat to be towed at the normal trailer width and then it can be expanded to 6.1m, so the boat can be easily assembled and launched from the trailer within a few hours.

Rig

Pentax Mylar Mainsail, self tacking jib and either gennaker or spinnaker to be advised.



Boat flying along with crew out on wire on the rax system. (above left)

Boat sailing along in 10kts. (above centre)

Difference in hull shapes from old to new. New model has a lot finer entry and more buoyant hull. (above right)

Boat on trailer, the trailer has been made so hulls simply slide out and then attach to the beams. (left)

Showing clean lines and a perfect finish on the hulls. (below)



Cost

The cost factor is important. Exotic boats normally have exotic price tags. With the huge success of the Extreme 40 catamarans, many people are wanting a modern day boat like this, but with a price tag in excess of well over a half a million dollars we wanted to make a boat based on its concept but at a realistic price tag that three to four people can afford together. We are aiming the boat at \$120,000 which we feel is acceptable for this style of boat. We examined the carbon beam, mast combination, but opted to stay with alloy and spend extra money on hull construction.

The first R36 has been built to survey. This came about when we were approached by Keith Logan 'Adrenalin Rush Sailing' to use the R36 as an extreme charter catamaran which he was planning to operate at Hamilton Island. We were excited with the plans but we knew the boat would need to meet the survey requirement. This in itself could be a major project, as there has never been this style of boat in survey.

We are happy to say that the project is now completed and the R36 is now operating at Hamilton Island. It is surveyed to carry 10 people. The boat has gained some weight due to survey requirements and has been restricted to mainsail only. The boat has been fitted with trapeze wires and rax's, so there are many smiling faces enjoying the thrill and excitement of sailing at 20 knots.

Production

Now with all the tooling and mould patterns and casting all being completed the boat is now in full production. Nacra Australia is putting its full efforts into finalising the rig, class rules and building the fleet.

More information on this new and exciting craft and introductory specials please contact:

Nacra Australia

68 industrial Ave Wacol, Qld 4076

P: 07 3271 4944

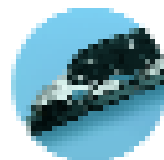
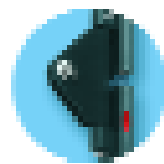
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! Boat being joined in the mould in the factory.

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