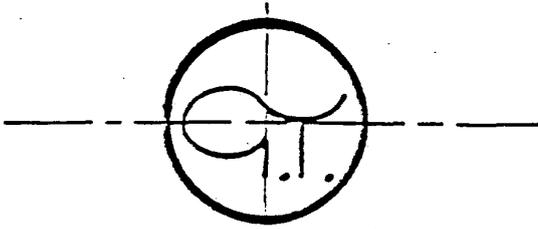




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THE BULL 7000

The "Bull" was designed by Greg Young to produce a trailable Racer/Cruiser. The design represents the latest thinking, incorporating ideas and concepts to fully achieve the goals of flat out racing and genuine cruising features.

Designed as an International One design Class, it's unique features, built in details and style set it apart from the standard trailer yacht design.

CRUISING

A new approach to what can be achieved with this size of boat was taken giving many features not seen on any other production trailer yacht.

- Unique Outboard Motor Storage. The outboard is fitted to a special bracket so when the motor is not in use it easily swings onto a special seat locker and gets it out of the way and out of sight. Also the weight is moved forward and low down.
- The Cockpit features a large bridgedeck for sunbathing, lunch and contoured seating gives a comfortable perch whether racing or cruising. The storage locker to starboard is huge.
- Safety is enhanced with an enclosed transom. Stanchions and lifelines are standard. The unique spinnaker system allows the spinnaker to be set from the cockpit with ease, requiring no one to go forward to set or retrieve the spinnaker.
- Forward is a large anchor well with moulded fairlead. The anchor cleat is set under deck. The sidedecks although narrow for increased cabin space inside, are comfortable for walking forward. NOTE that the Inner Mast Stay (D1) is set inboard from the main chainplate to facilitate easy access forward and hoisting of the spinnakers. The Gunwhale features a moulded toerail.
- There are built-in transom steps to facilitate easy access over the transom from the dinghy.

- Twin hatches offer extra light and ventilation and good access below. Also with the boom tent raised, they provide full headroom when using the toilet or Gallery.
- The Gallery features a large bench and sink with a separate stove. Storage is ample with a moulded recess locker for plates etc behind the bench and lockers under the Gallery bench
- The toilet is located under the Port step, which hinges to access the Porti Potti. Door close off the toilet area for privacy.
- A moulded chilly bin recess locates a 44L chilly bin that is fixed in for sailing or portable for the beach.
- Storage under the chilly bin plus the port locker gives facilities for extended cruising storage.
- U - shaped forward seating seats as many as 6 people! The table can seat 4 people and folds down to make a forward double bed.
- The circular back rest gives comfort and a handy shelf for storage.
- Double bed aft has plenty of light and ventilation and measures 1.9m x 1.25m and uses a standard household fitted sheet and Duvet for bedding.
- The interior liner is tastefully styled and has a high quality finish. The floor is moulded and has no bilge. Lockers have a gelcoat finish and the hull sides and cabin top are fabric covered. Squabs include a fill in cushion for the double bed forward.

RACING

To understand how this boat can have such a complete cruising layout and yet still be beating many purely high performance racing type craft, it's important to understand the advances that this new Spinnaker system has made.

Generally a boat that is of larger displacement (to accommodate the extra features) is at a disadvantage downwind and reaching. Usually upwind this type of boat is of a similar speed. But downwind the lighter (Dinghy's with Lids) type boats race away. However, the asymmetrical spinnaker shape is superior to the symmetrical spinnaker shape. In this boat we have even more advantages:

1. Tighter angles reaching
2. Lift generated from the pole being 2m forward of bow

3. Fast, stable, easily trimmed spinnakers
4. Easily set and doused
5. And with this boat's ability to square the pole aft it is able to run flat at low angles when not planing i.e. light winds

So we have been able to increase the speed of the boat downwind dramatically. Upwind, due to the boat's downwind performance advantage. The boat upwind has a very powerful and stable hull shape. The centre of buoyancy and centre of gravity are moved aft and grouped at the max beam to get the maximum potential. The C.L.R. is aft enabling the rig to move aft giving a larger J measurement for increased acceleration and performance in choppy waters. The numbers on this boat add up to a very serious performance boat that can, when required, really perform to beat other designs with no cruising concessions.

On deck the central Harken self tailer winch is used for halyards, reefing, centre board and spinnaker sheets. The Jib is 2:1 and can be led to the winch if required. Harken gear is used exclusively and all fittings are of the highest quality. Mainsheet traveller is full width to help control the twist on the mainsail.

Below the winch, is the halyards bin which doubles as a step when raising and lowering the mast.

The mast is a new section just released and is deep fore and aft and light walled rather than small \varnothing and thick walled. This way the mast is stiff and easy to set up. There are no runners.

Sails are from North Sails designed by John Clinton (Americas Cup sail designer) and feature 4 full length battens in the main sail. The standard package includes: 1 mainsail, No 1 headsail, No 2 headsail and No 2 Genneker (which is for heavy winds and tight reaching and a good all round sail for cruising). Extra sails for racing include a Masthead Genneker for broad reaching and running. NOTE that it is possible to peel from one spinnaker to another. The most useful sail could perhaps be the drifter which is used for tight reaches and light airs with its sheeting angle of 12°.

The rudder and keel are of minimal drag sections (12% rudder, 10% keel). The bulb is a symmetrical bulb vertical raised. The rudder is larger than perhaps normal to provide excellent control in all situation. Designed to race with a crew of 3-4 the boat's layout is set out to provide sail adjustments within easy reach.

The International One design rules that have been drawn up for this boat are very tight and include:

- Exact weight and weight distribution to be checked when boat is assembled and included on race certificate.
- One design rig. While you can assemble the rig yourself, the mast section is standard.
- One design gear layout, exact positions moulded into boat.
- One design interior and fitout, each boat is to have identical layouts.
- Sails must measure to the one design sail plan.

This is to ensure fair racing plus a high resale value.

It is intended to form a Worldwide Association to arrange regattas and promote the class worldwide. All aspects for owning this type of boat has been covered. If you are in the market for a 7m yacht either for cruising or racing or both this boat has the concept and features that you have been looking for.

Thank you for your inquiry. If you wish to view the boat or if I can answer some questions please do not hesitate to contact me.

GREG YOUNG