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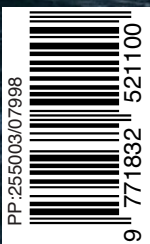
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ALLEGRO

ALLEGRO IS THE LATEST WARWICK DESIGN BUILT HERE IN AUSTRALIA BY AZZURA MARINE. A LUXURY FAMILY-FOCUSED YACHT WITH EASE OF HANDLING, SHE IS NEVERTHELESS A FAST OFFSHORE PASSAGEMAKER.

*By Guy Waddilove
Photography Andrea Francolini*





‘Ease of sailing’ is a term all too often bandied around by yacht builders’ marketing departments when describing their sailing boats. Often this ‘ease of sailing’ comes at a cost: too many over-complicated systems with the potential to be unreliable and need specialists to fix. Short tacking up Sydney’s Broken Bay on a quiet Saturday morning recently aboard *Allegro*, demonstrated that a yacht, even at 67ft, can be comfortably and easily sailed by one person without an auto pilot.

Built by Azzura Marine, *Allegro* is the latest in a series of mid 60-foot yachts designed by Alan Warwick of Warwick Yacht Design as a family cruising yacht with a luxury interior capable of fast offshore passage making. Having seen *Allegro*’s forebears *Storm* and *Armonia*, *Allegro*’s owner decided to develop certain aspects of the existing

design with Alan Warwick, tailoring it to his personal requirements. Changes included lengthening the aft cockpit, increasing the size of the owner’s stateroom and the forward starboard cabin to provide for more hanging locker space and increasing the size of the main saloon.

Azzura Marine built *Allegro* at its Nowra yacht building facility and completed the finishing touches at its Woolwich refit berths. To allow *Allegro* to reach hull speed in light wind conditions, the hull, deck and superstructure were built from a carbon fibre and core cell laminate, providing a strong and light structure for the yacht. The rig comprises a high aspect carbon fibre mast, furling boom and jib that are large enough to provide for sufficient sail area to drive the hull in light conditions.

The ease of manageability of *Allegro* under sail lies in the design and layout of the deck. The aft half of the deck is divided into two cockpits: the forward of which has ample seating for eight on either side of a table with fold-down leaves, while the aft cockpit is dedicated to the operation of the boat. Twin helm stations, each with multi-purpose navigation screens and sailing controls, are separated with space between for access to the main sheet control winches. The electric winches are within easy reach of the helmsman and can be controlled either by buttons at their bases or by switches at the helm positions. The jib is sheeted to a track on the foredeck with its sheet led via the mast to the cockpit winch. This configuration allows the jib to self tack with no need to adjust the sheet if sailing at the same wind angle on the opposite tack. The jib has a sail area that allows it to stay clear of the mast when tacking. *Allegro* also carries a larger genoa for more competitive sailing.

While the conditions were reasonably light on the day I was sailing, the hull was easily driven by the breeze and steering was positive without requiring much force. Beating up Broken Bay involved simply steering from one tack to the other as the self tacking jib sheet slid smoothly on its car from one end of the jib track to the other. Gybing back down the bay was simple as the sheet winches can be reached from the helm position for easing. Sheetting-in requires just the push of a button at the helm console.

In terms of styling, *Allegro*’s low-profile white superstructure and wraparound tinted windows look very sleek above the dark blue topsides. A faux capping rail line in metallic silver reduces the visual height of the freeboard and is matched by a corresponding broad stripe of the same colour along the boom.

Allegro’s interior is finished to a very high standard in satin varnished teak with a caulked teak effect sole. Azzura paid close attention to detail and the finishing extends beyond areas always on view to the parts not generally seen like under the soles and the backs of lockers.

Ample natural light reaches the main saloon from the wraparound pilothouse windows, opening hatches in the pilothouse roof and portlights in the hull. The portlights are tinted, so from the outside they are not easily visible against the dark blue gloss paint of the hull. The main saloon has u-shaped seating around a gloss varnished dining table to port and further seating around a coffee table to starboard. The main saloon has a DVD player and screen, as do each of the cabins. Each of the screens can also be used to display the view from the CCTV camera as well as the electronic chart and radar information. A Bose Lifestyle



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entertainment system is installed in the main saloon.

Up forward, a double cabin is located to port and a twin bunked cabin to starboard both with ensuite bathrooms. The light and spacious owner's stateroom, also with ensuite bathroom, is located aft and extends the full width of the yacht. A well-equipped galley with freezers, three fridges, icemaker, dish drawer, dishwasher and gimballed gas stove is located forward of the main saloon. The galley's location relatively low in the boat and just aft of the mast mean that it will be a comfortable place to cook in a seaway and the large windows above the galley provide plenty of natural light.

Out on deck the cockpit can be shaded by a large bimini and when not in use the bimini's frame folds into the combing surrounding the cockpit. At the transom, two broad teak-topped steps lead from the aft deck down to the large swim platform when the transom hatch is opened giving easy access to the sea. Ergonomically designed davits are mounted on the transom either side of the opening hatch for storage of the yacht's tender. The tender is easily raised and lowered with mechanical advantage offered by the davit's geometric shape.

On the foredeck, a Manson stainless steel CQR anchor is mounted on a bow roller protruding partially over the bow when not in use. The anchor chain is also from stainless steel, and while it looks good and matches the anchor, it is possibly not the strongest material for anchoring purposes.

When not sailing, the Yanmar 170HP engine powers the yacht at up to 10 knots and a Maxpower bowthruster eases the stress of docking manoeuvres.

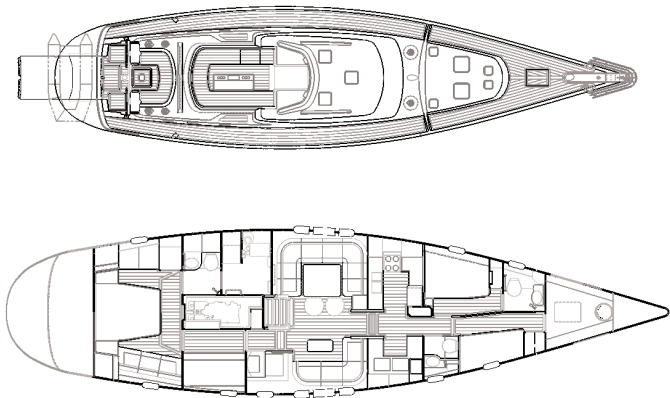
Allegro was designed for short-handed cruising along the east coast of Australia and the Pacific. She was designed to be sailed by the owner and his wife and to allow space for entertaining family and friends. As I was left alone sailing on deck for a considerable period with the sunlight display screens showing me the shallow patches to avoid on the electronic chart, I tacked, gybed and sailed on most



points of sail totally unassisted and without aid of the autopilot. The set up of the yacht seems perfectly suited to the owner's original brief, and within the first few months since launch, *Allegro* has already sailed to the Whitsundays and back to Sydney and is about to set off on her next adventure to Tasmania.

For further information Tel: +61 (0) 2 9552 1133 or visit www.azzurayachts.com

TECHNICAL SPECIFICATIONS



20m	LOA
17.4m	LWL
5.5m	BEAM
3m	DRAFT
28 tonnes	DISPLACEMENT
Masthead, 3 spreader, aft swept	RIG
213.4m^2	SAIL AREA
North Sails	SAILMAKER
Yanmar LHA/DTP 170HP	ENGINE
10 knots	SPEED MAX
8.5 knots	SPEED CRUISING
1000 litres	FUEL CAPACITY
850NM	RANGE