

MIKE WALLER YACHT DESIGN

PLANS BROCHURE



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Greetings!

My name is **Mike Waller** , and I would like to tell you a little about myself, the philosophy of the business, **Mike Waller Yacht Design**, and about the designs I have available.

The Designer

I describe myself as a Yacht Architect, rather than a Yacht Designer. Whilst it is true that Yacht Architects are yacht designers by definition, it is not always true that Yacht Designers have any formal qualification in their art.

I qualified as a Yacht Architect from the **Westlawn Institute**, in the United States of America. This college specializes in training designers for small craft, as opposed to ship (Naval) architecture, and is arguably the most respected facility of its kind in the world, having produced some of the worlds leading Yacht Architects. I am also a member of **SNAME (Society of Naval Architects and Marine Engineers)**. An Australian by birth, I have designed professionally since 1987, and on an amateur basis for considerably longer.

The Business

Mike Waller Yacht Design is a small, multi discipline business, designing both mono-hull and multi-hull yachts, supplied as stock plans..

Most designs in this catalogue are designed for timber/plywood or timber/glass composite. **Mike Waller Yacht Design** specialises in these materials in an attempt to keep the cost of boat building as low as possible, however we will also design in foam/balsa/glass composite or aluminium alloy.

The Philosophy

Not all designs are suitable for amateur builders, and a plan is included in this catalogue only if it is suitable for amateurs to construct. In fact, nearly all stock designs currently in this catalogue were specifically designed for amateur construction. Most of these vessels are designed mainly for timber/plywood or timber/fibreglass construction, using the timber / epoxy technique. Timber/ plywood and glass are still the best and easiest material for the amateur to use, and when combined with epoxy, have none of the wearing and degradation problems which used to be associated with wooden boats in the past. It is this technology which is responsible for the worldwide resurgence of wooden boat construction today. The simple fact is that wood is a much more natural and satisfying material to build a boat from.

Many people have commented that my plans are less expensive than many others, especially considering that each plan comes complete with written specification and builders manual, and N.C. cutting files where appropriate. I have always believed that boating is far more expensive than it needs to be, and to that effect, I attempt to keep costs down. By keeping the business small, and by avoiding expensive equipment usage, I am able to produce high quality plans for an affordable price. This philosophy is also reflected in the type of boats I design, many of which are primarily intended as lower cost, easy to build, but high quality alternatives to the 'Tupperware' boats or 'bamboo bombers' which are often the only option available to many.

Happy Building!

Mike Waller.

NOTE#

Study Plans are sent folded in manila envelopes for speed and cost effectiveness.

Posted Full Plans are delivered rolled in protective cardboard tubes .

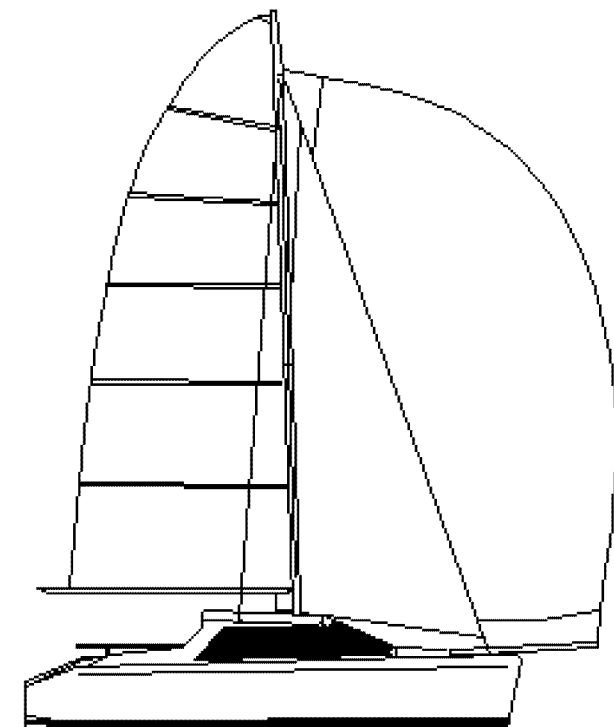
Photographs of many of the designs in this catalogue brochure may be seen on our web site.

<http://www.wallerdesign.com.au>

WALLER TC 670 CATAMARAN



Our most popular Catamaran Design, the Waller TC 670 was designed as an easy to build and sail multi-hull yacht which could be trailed by the average family car without the need for demounting or expensive collapsible trailers. Designed primarily for 2 people, the TC 670 is ideal for a couple, or a family with young children. The small cabin features a double berth, a good sized and easy to use galley and a small table around which 3 can sit in comfort. There is also a chemical toilet beneath the foot of the double berth, and 2 children can bunk in the cockpit under a boom tent. It is possible to fit quarter berths if desired.



The multi chine hull (flat bottom with 2 chines) is constructed from sheet plywood over ply bulkheads, with minimal timber framing. Construction employs the timber / epoxy technique and is very strong to stand up to the rigors of trailing. The vessel is simple and straightforward with the entire shell built as a single unit. When turned over, very little is required to complete the vessel.

This yacht features a single centreboard and rudder placed on the centreline. On small, narrow cats this configuration has proven to be most efficient, and the lack of board cases in the hulls makes construction easier and quicker. The rig is a simple $\frac{3}{4}$ design, which can be home built if desired.

Particular care has been taken to ensure that this boat is both a safe and reliable performer, with an efficient sail

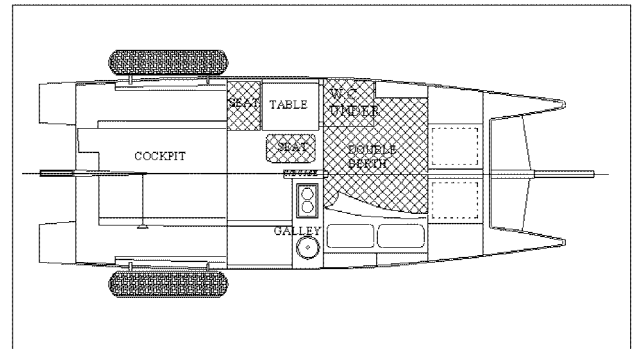
plan and low profile for windward performance. All sails can be reefed in strong winds, and the yacht features 'hobie style' outrider seats for sailing in stronger winds. For normal sailing these are not necessary. The rig features and asymmetrical spinnaker set from a bow pole, but a standard spinnaker can be fitted, or eliminated altogether. It must be remembered, however, that the TC670 is a narrow beam trailer cat, designed for sailing in sheltered and semi sheltered waters. She is not suitable for open water use.

Several TC670s have been built with a wider beam for higher stability. As long as this is kept within reason the boat can generally still be trailed under various national "wide load" rules. It is not recommended that the beam be increased beyond 3 metres, however.

Plans for the TC670 are very comprehensive with all drawings A1 size, complete written specifications and a builder's manual. This is an ideal project for a first time builder and is a particular favourite with retired couples.

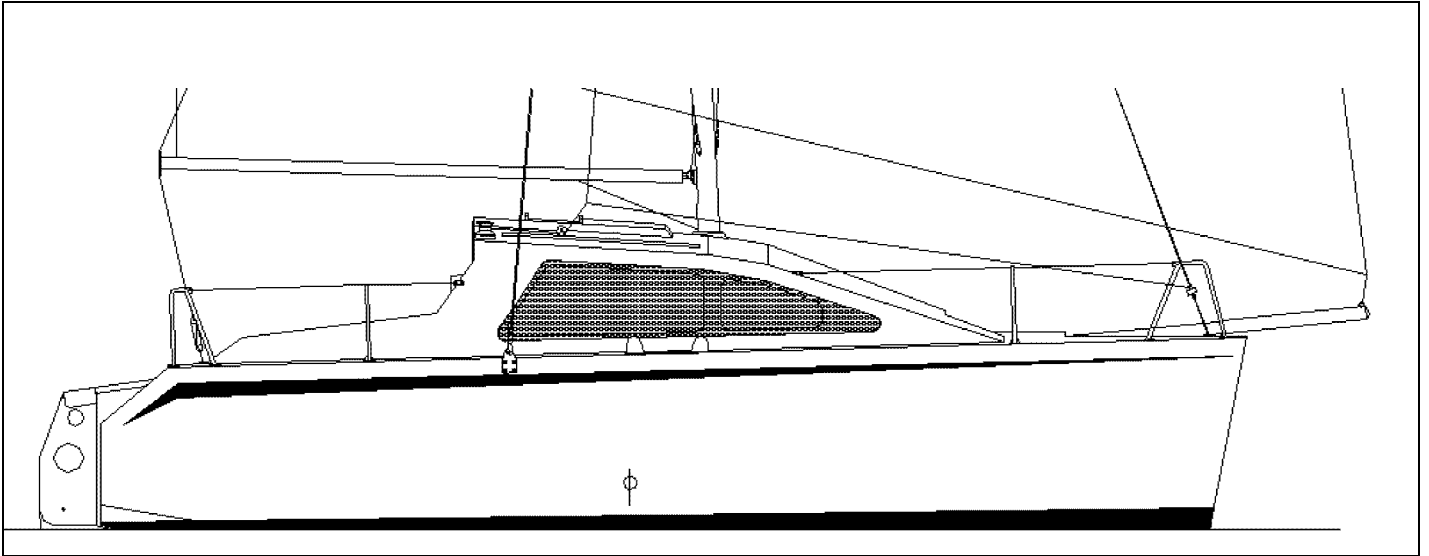
DESIGN DATA

L.O.A.	7.70 Meters
Beam	2.46 Meters
Draft Board Up	0.29 Metres
Board Down	0.90 Metres
Displacement	1072 Kg
Trailer Weight	770 Kg
S.A.	23 Squ Meters



Note# Several competitors to this design show much lighter weights. A prospective buyer should consider that these designs are giving you the dry weight of the stripped out boat. The only valid weight for a trailer boat is the "trailer" weight, which is the dry weight + the weight of the rig and all fittings + all stores, gear, liquids and other "stuff" that will be left on the boat for trailing. The "trailer" weight is the weight given here.

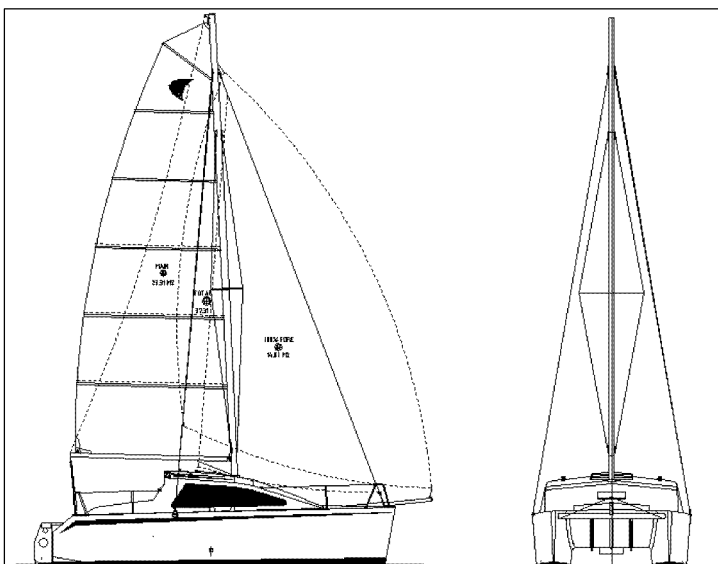
WALLER TC 750 CATAMARAN



The TC750 is the big sister of our very popular TC670 cat. Over the years we have received numerous requests for a wider and perhaps slightly bigger version, and in fact several 670s have been built slightly wider with success.

With a beam of almost 3.5 meters she is too wide to be trailed normally as you would her little sister, but she can still be kept on a trailer. The designer expects it would normally sit on a trailer frame at the local yacht club (which is a heck of a lot cheaper than a berth or mooring. The advantages? The wider beam increases stability dramatically over the narrower cats such as the TC670. In addition it allows better accommodation and a wider cruising range. It is important to note however that this boat, despite increases stability, is not an ocean going yacht. It's intended cruising area would be sheltered and semi sheltered locations, or coastal sailing within reach of shelter.

The TC 670 has excellent accommodations for a boat of its size and type. The cabin features a full size double berth, a small but very useable galley, a separate toilet in its own cabin, with sufficient room for a small shower and folding basin if desired, and a small table with dining room for two/ four, seated around a removable table. Aft in each hull there is a large single quarter berth, allowing for full sleeping arrangements for a family of four.



No attempt was made to achieve full headroom in the bridge deck cabin, an exercise that would have been quite irrational in a boat this size. However excellent sitting headroom of 1.4 meters has been provided whilst still managing to keep the profile of the vessel (and thus windage) as low as possible. In the hulls (galley and shower area) the headroom is approx. 2 meters.

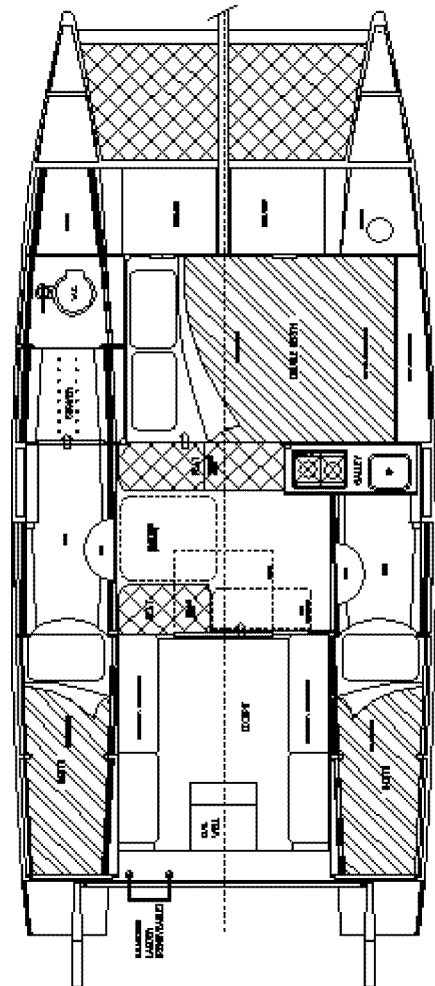
In addition to the cabin accommodation a boom tent can be employed to create a large living space in the cockpit, with sleeping space for two more adults if desired.

The TC 750 is built from lightweight Gaboon (Okoume) plywood, to keep towing weight down. The hulls are constructed of 9 mm ply wrapped around 12 mm ply bulkheads, the whole outer surface of the vessel sheathed in 300 gsm glass cloth to provide extra strength, necessary for a vessel which will spend its life being hauled on and of trailers.

The construction method used was driven by the need for simplicity, speed of construction and low cost, and is in multi-chine ply over ply bulkheads and longitudinal stringers. This construction method allows the entire hulls and bridge deck structure to be completed with the boat upside down. Once turned, the completion of the vessel is quick and easy. For a boat this size this is probably the simplest and most cost effective method of construction. Wood/Epoxy construction is employed throughout the vessel.

CHARACTERISTICS

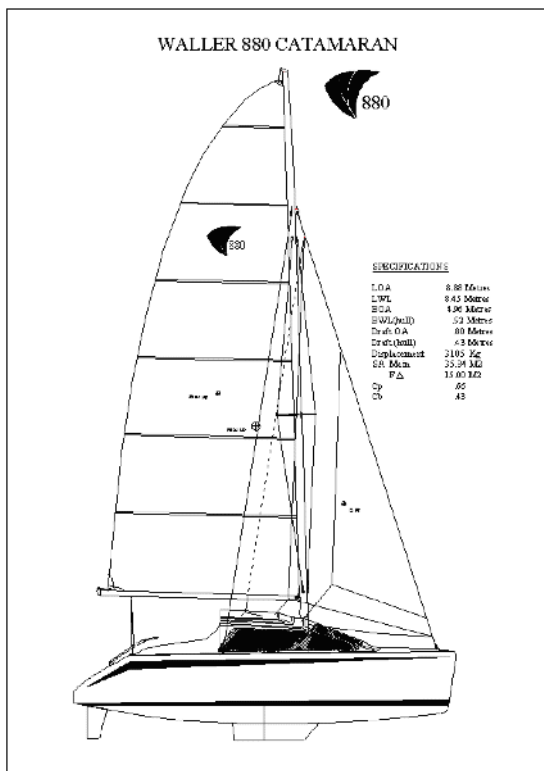
LENGTH OVERALL	-	750 Meters
DESIGNED WATERLINE	-	7.13 Meters
BEAM	-	3.45 Meters
DRAFT	Boards Up	0.32 Meters
	Boards Down	1.45 Meters
DESIGNED DISPLACEMENT	-	1650 Kg
WEIGHT	-	1350 Kg
SAIL AREA	Main	23.31 M ²
	Fore Triangle	14.00M ²
HEADROOM	Hulls	2.0 Meters
	Bridge deck	1.44 Meters



WALLER 880 CATAMARAN



The Waller 880 is a full length bridge deck cat designed for family coastal cruising, with the occasional foray further afield. Full length bridge decks have several advantages on small cats. They provide a stronger overall structure, more deck area, and are easier to construct due to the more gentle curves involved. They also eliminate the need for an expensive and complex fore beam structure and make it easier to arrange the accommodation and storage spaces. They eliminate the need for bow netting which must be maintained and replaced on a regular basis for safety. Pounding in heavy weather is reduced by keeping the bridge deck as high as possible above the water, and by the use of chamfer panels between the hulls and bridge deck, which pick up extra buoyancy as waves travel between the hulls. It must be noted that small cats of this configuration have safely completed major ocean voyages, including circumnavigations.



The Waller 880 is designed for safe, comfortable family cruising, with bunks for 4 in separate cabins and room for 2 more in the dinette if necessary. It has a large and functional toilet / shower area, a full size chart table and a huge cockpit for sailing and socialising. There is excellent headroom of over 2 metres in the working hull areas, and 1.5 metres in the sitting area on the bridge deck.

For simplicity and easy construction, the hulls are strip planked in cedar and fibreglass composite. Duracore or Paulownia could also be used. Bulkheads, decks and cabin are plywood for low cost, but could easily be constructed from composite panel materials if desired. The entire vessel utilises timber / epoxy construction, with virtually no internal framing

in the hulls.

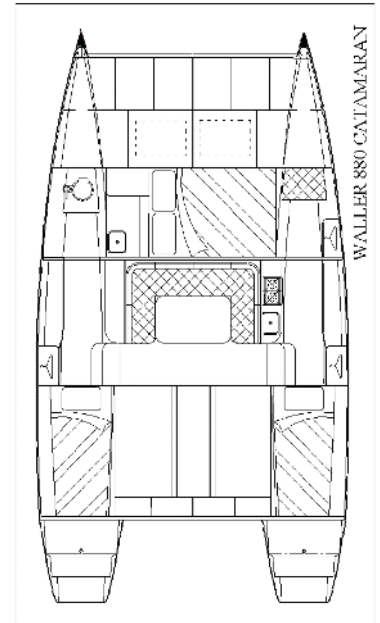
The rig is a simple and efficient $\frac{3}{4}$ sloop with a large sail area for light weather cruising, easily reefed in heavier winds. Auxiliary power is a single, steerable outboard in a separate pod, which has proven to be very efficient. The vessel may have either stub keels for simplicity, or daggerboards with kick up rudders. Steering may be by tiller or wheel.

The Waller 880 is an easily constructed vessel capable of providing its owners with years of comfortable and fun cruising, or even ocean voyages for the more skilled sailors. Since first launching it has proven to be a delight to sail, and is also very fast and responsive. First boats launched have safely completed ocean voyages and coastal voyages of thousands of kilometres in all conditions.

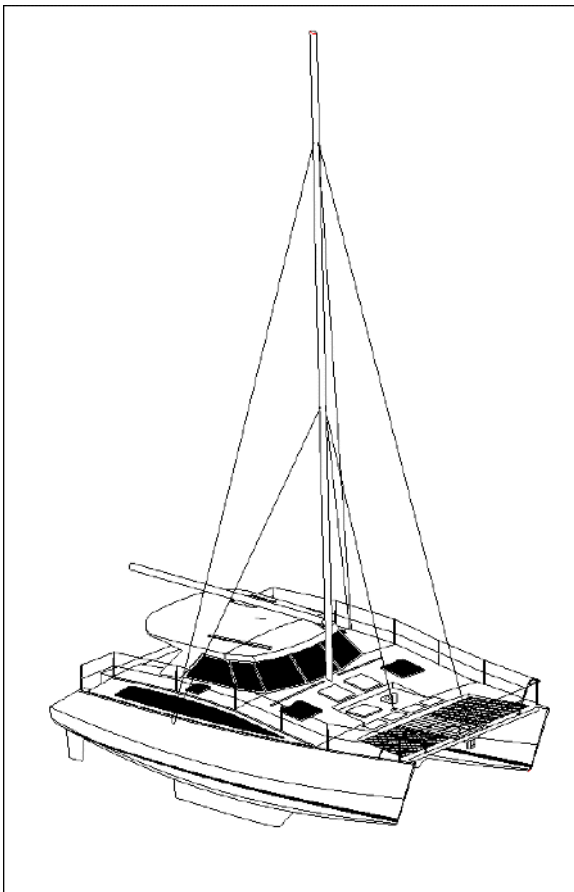
Plans are extremely comprehensive, with detailed drawings, full specifications and builders manual, plus CAD files for laser or router cutting of the mould frames for those who wish to save some time.

DESIGN DATA

L.O.A.	8.88 Metres
L.W.L.	8.45 Metres
Beam	4.96 Metres
Draft Daggerboard	0.43 Metres
Mini Keels	0.80 Metres
Displacement	3100 Kg
Sail Area	50.00 Squ Metres



WALLER 1100 CATAMARAN MK II



The WALLER 1100 is a full bridge deck cat built entirely from marine plywood, to produce a sound and comfortable ocean cruising vessel at a lower cost than is typical of cats built in most other materials. She is a medium displacement cat intended to be easy and inexpensive to build, and suitable for living aboard and ocean voyages. Because she is intended for extensive cruising, she has been designed with slightly wider hulls for load carrying ability and internal space.

The design features a medium tech. rig for good windward performance, mini keels, inboard sail drive diesel engines (outboards in pivoting carriages as an option.)

The rig employed on the Waller 1100 is the typical heavy roached, fully battened main and 7/8th rig which time has shown to be the most efficient rig for catamarans, and the easiest to handle while cruising..

The 1100 is all plywood with some timber framing. The multi chine shape of the hulls and the careful design of the deck and turret cabin mean that there are no compound curves on the vessel, thus making the use of sheet plywood very simple without compromising appearance. The basic construction is ply skin over an armature of plywood bulkheads, frames and

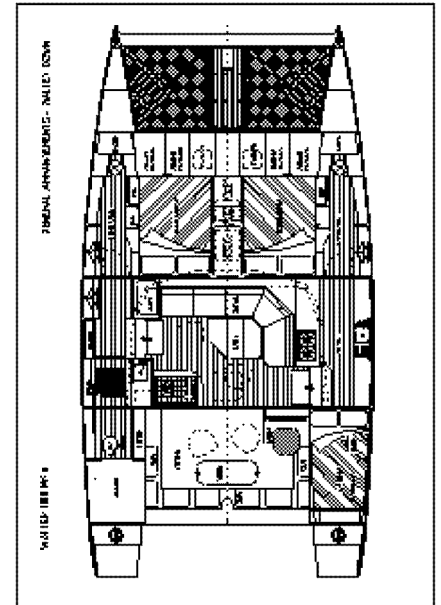
timber Longitudinals with glass sheathing overall on the outer surfaces. Full use has been made of timber / epoxy construction, with timber framing used only where it is either necessary or the more logical option.

The Waller 1100 comes with two standard alternate accommodation plans (galley up and galley down.) Both arrangement plans feature twin berth cabins forward and a double berth in the aft Starboard hull, with W.C./ shower compartment to port aft. The galley up arrangement features galley and dinette on the bridge deck, whilst the galley down features a larger lounge area and chart table on the bridge deck and a larger galley in the mid starboard hull.

DIMENSIONS

LOA	10.97.00 Metres
LWL	10.43 Metres
Beam O.A.	5.844 Metres
Beam Hull W.L.	1.043 Metres
Draft (Mini Keels)	1.041 Metres
(Canoe hull)	.51 Metres
Displacement	6000 Kg
Hull Beam/LWL ratio	10:1
Sail Area	74.4 Square Metres
Max. Payload	2000 Kg (1000 Kg to LWL)
Headroom	2 Metres Min
Bridge deck clearance	740 mm

(for the galley up arrangement, see our web site.)



WALLER 1160 CATAMARAN



The WALLER 1160 is a full bridge deck cat built in cedar strip/glass composite, to produce a sound and comfortable ocean cruising yacht. Paulownia or Duracore could be used as alternatives. Bulkheads and partitions are in plywood, with interior joinery in honeycomb composite panels.

The Waller 1160 is intended to be easy to build, and capable of living aboard and ocean voyaging. Because she is intended for extensive live aboard cruising, she has been designed for strength, load carrying ability and internal roominess. She is designed for safe and comfortable sailing combined with good speed (boats launched to date have reported excellent performance), and as such is, at 6.3 Tonne, a medium displacement vessel. The design features mini keels for cruising simplicity and cost, inboard diesel sail drive engines for safety, convenience and reliability and alternate internal arrangement choices.

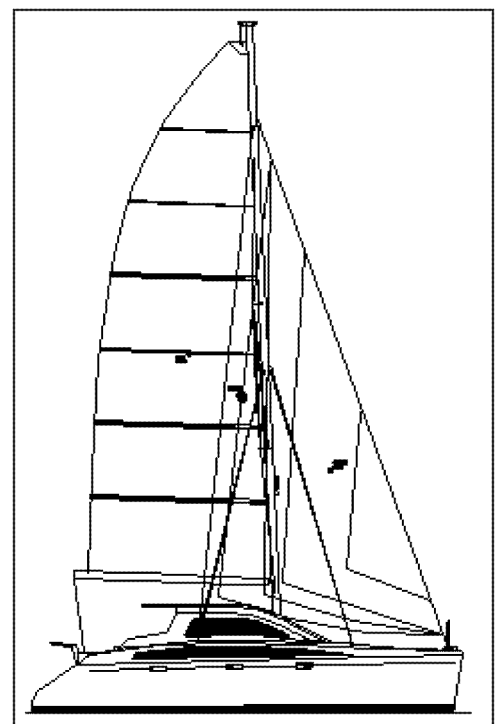
The Waller 1160 comes with a medium tech fully battened sailing rig and alloy mast and boom as standard. The rig is the typical heavy roach, fully battened main and 7/8th rig which time has shown to be the most efficient rig for this type of vessel.

CONSTRUCTION

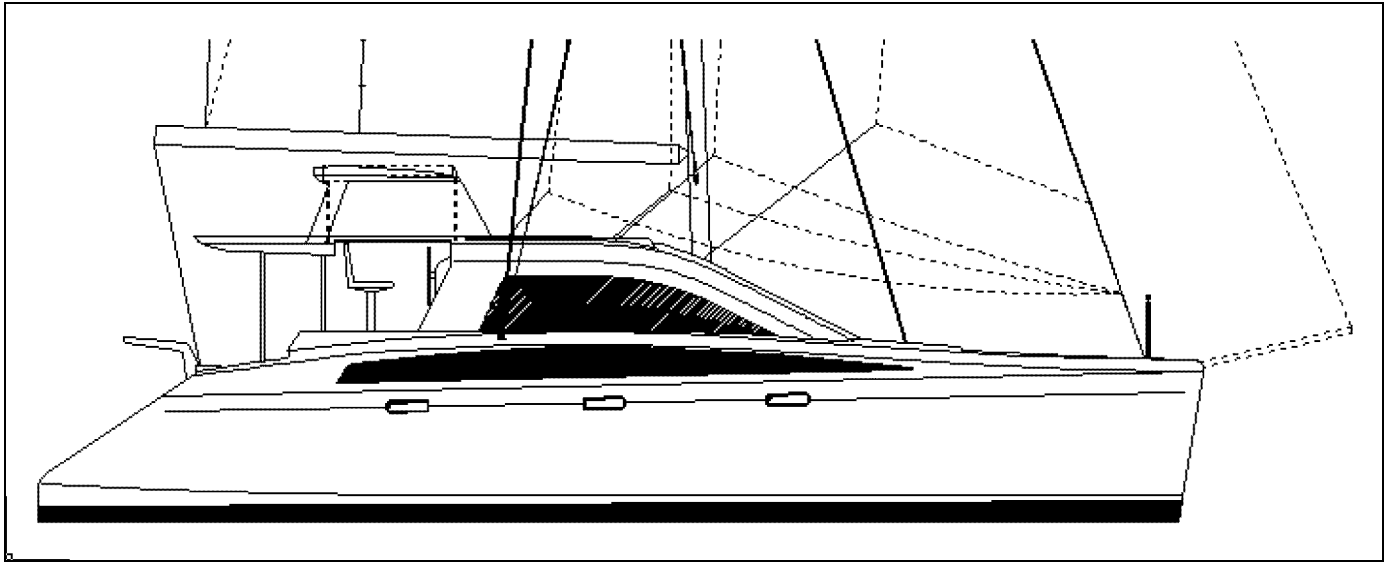
The Waller 1160 utilises what I like to think of as 'sensible' material choices, using the best material for each application. The hull shell is cedar strip and glass composite, for strength, and ease of construction and acceptable cost, while the bulkheads and partitions are plywood for speed of construction and low cost. The cockpit area employs foam / glass composite panels for ease of construction, and the joinery is in Honeycomb / glass panels for ease of construction and light weight. Full use has been made of timber / epoxy construction, with a minimum of timber framing.

ACCOMMODATION

The Waller 1160 comes with three alternate accommodation plans (standard galley up and galley down, plus a 4 sleeping cabin option)



WALLER 1200 CATAMARAN

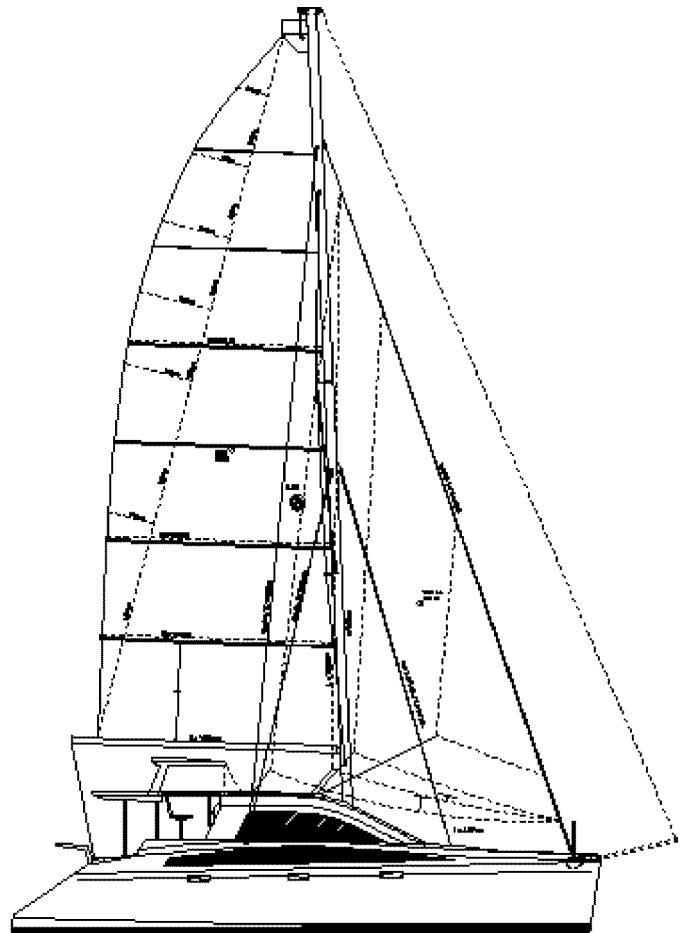


The WALLER 1200 is a full bridge deck cat built in cedar strip/glass composite and plywood. She is an (almost) all plywood version of our 1160 catamaran, with only minor styling changes to accommodate the extensive use of plywood (the 1160 is all strip plank / composite construction).

The Waller 1200 is intended to be easy to build but at a lower cost than the 1160, and capable of living aboard and ocean voyaging. Because she is intended for extensive live aboard cruising, she has been designed for strength, load carrying ability and internal roominess. She is designed for safe and comfortable sailing combined with good speed. Displacement, at 6.5 Tonne, is medium displacement for a vessel of this size and type.

The design features rounded bilge construction for the hull undersides, and mini keels for cruising simplicity and lower cost, with inboard diesel sail drive engines for safety, convenience and reliability. Extra care has been taken in the design process to make her look like a moulded boat, even though she is plywood.

The Waller 1200 comes with a medium tech fully battened sailing rig and alloy mast and boom as standard. The rig is the typical heavy roach, fully



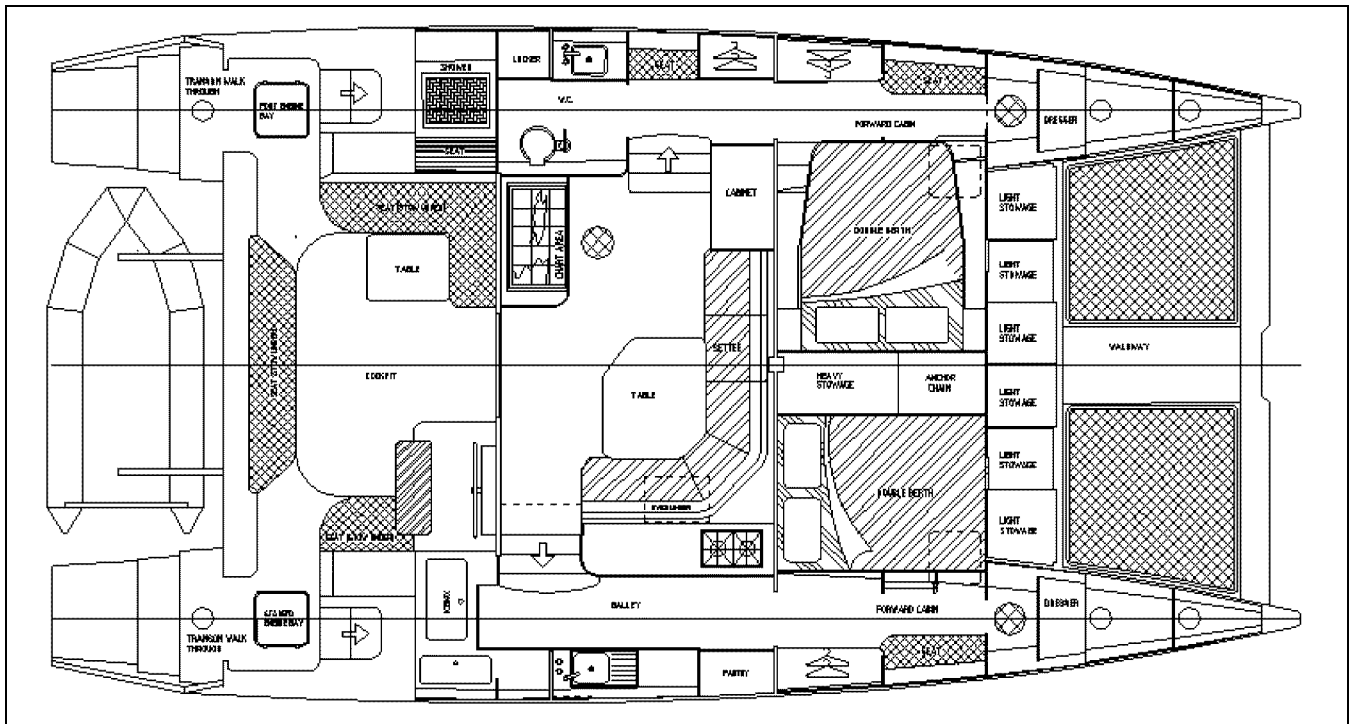
battened main and 7/8th rig which time has shown to be the most efficient rig for this type of vessel.

CONSTRUCTION

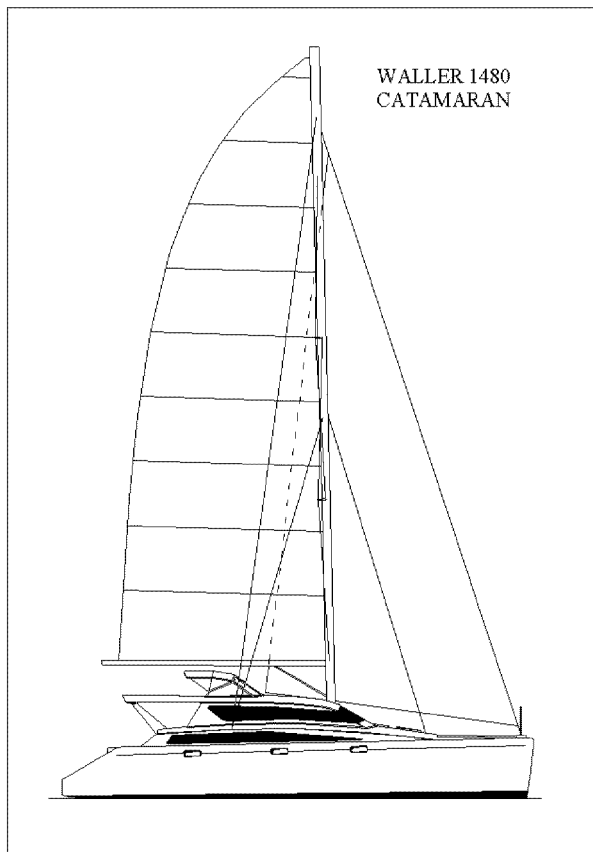
The Waller 1200 utilises what I like to think of as 'sensible' material choices, using the best material for each application. The rounded hull bottoms are cedar strip and glass composite for strength, to a point just above the waterline, and from there on up is all plywood construction for the hulls, bridge deck, deck and cabin structures. The internal joinery structures are in honeycomb / glass panels for ease of construction and light weight, but can be plywood for a small weight penalty. Full use has been made of timber / epoxy construction, with a minimum of timber framing.

ACCOMMODATION

The Waller 1200 accommodations have been optimised for a cruising couple, with a large master cabin featuring a queen size berth, plus a guest cabin, also with a queen size berth. The main living area features a large W.C. area to port, a large and spacious saloon cabin, and a huge and very workable galley to starboard. Engines are isolated in their own engine rooms aft, with separate access from the transom access ways.



WALLER 1480 CATAMARAN



The Waller 1480 Catamaran is a serious world cruising catamaran designed for crossing oceans in total comfort and style. Unlike many catamaran designs available today the Waller 1480 is designed with an emphasis on strength, safety and the personal comfort of the crew. Accommodation has been designed with the specific needs of live aboard families, with added special features such as a laundry and separate toilet and shower facilities.

The accommodation features three enormous double cabins, each with a vanity, hanging locker, seating and large amounts of storage space. The laundry room, situated aft in the port hull, also contains a double berth and is easily converted to a fourth double cabin. In the saloon two sea berths are fitted above and behind the saloon (above the forward cabin berths) to provide easy access berthing for the on watch crew while at sea.

The vessel features two toilet compartments. The main compartment in the port hull is divided into toilet and shower areas, to allow each to be used individually. The second W.C. is on the bridge deck beside the helm platform, and opens to the cockpit for day use. If desired a

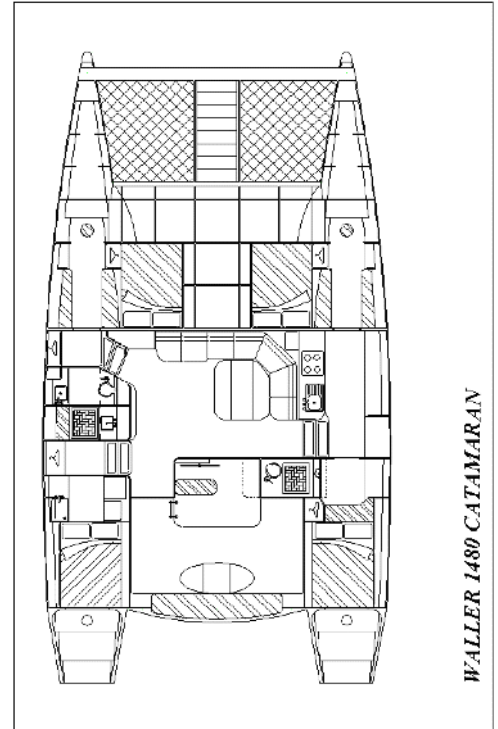
second door to the saloon will allow the use of this area as a wet room for bad weather gear. This design eliminated one of the most objectionable features on many large cats - toilets in the sleeping areas.

Headroom is a min. 2 metres throughout. The main accommodation areas feature a very spacious saloon with dinette and chart area, and an enormous galley. A feature of the vessel is the raised helm station (covered) which allows the helmsman to steer the vessel without having to peer over or around (or worse, through the windows of) the turret cabin.

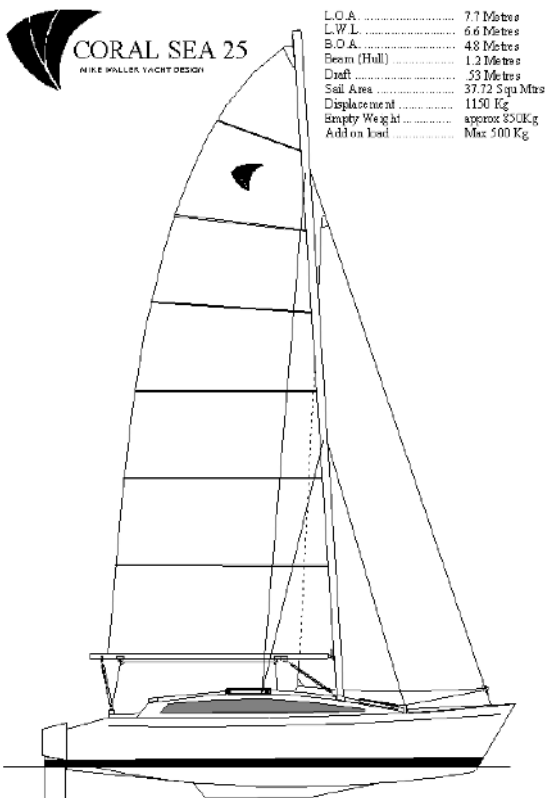
Auxiliary power is from twin diesels (40 – 50 hp) under the aft berths. Construction of the hull and bridge deck is the proven cedar strip / fibreglass composite, while the decks, cabins and joinery are ply or composite sheet material, depending on the builders taste and depth of pocket. The vessel features a powerful fractional rig to provide excellent performance, and for cruising simplicity has mini keels and fixed rudders.

DESIGN DATA

L.O.A.	14.68 Metres
L.W.L.	14.00 Metres
Beam	8.00 Metres
Draft Mini Keels	1.00 Metre
Displacement	10,000 Kg
Load Max	4,000 Kg
S.A.	143.5 Squ Metres



CORAL SEA 25 CATAMARAN



The Coral Sea 25 is the smallest in the Coral Cat range, and is a simple truncated 'V' hull cat designed for the builder who wants the most boat for the least bucks. The vessel has separate hulls joined by solidly mounted cross beams, and is demountable for trailing if desired. The truncated 'V' hull is exceptionally simple to construct, being as easy as the straight 'V' but with better sailing characteristics such as less wetted surface, better tacking etc.

The CC25 is intended for safe, comfortable, short term cruising, with bunks for 4 in 2 separate hulls. There is room for a portable toilet, small cabin lockers and a small galley area. The huge cockpit is great for socialising. The hull cabins have good sitting headroom.

For simplicity, construction is plywood skin over a framework of ply bulkheads and timber strings. This is still the easiest and cheapest way to construct a cat like this, and when combined with timber / epoxy technology, is a very cost effective way to build a sound boat.

The rig is a simple but efficient $\frac{3}{4}$ sloop with a large sail area for light weather cruising. As this little vessel is ocean capable in the right hands, there is a second optional rig with a smaller sail area, for ocean cruising. Both rigs are standard in the plans. The rigid beams allow a rig to be mounted solidly to stand up to the wind, and the rigging is kept as simple as possible, based on the KISS principle.

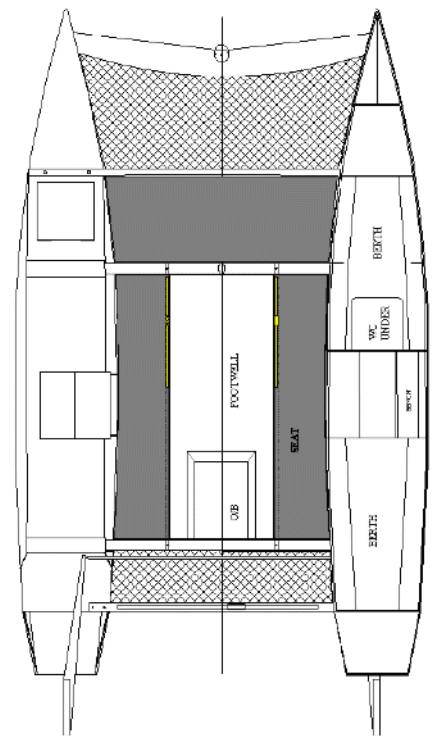
Auxiliary power is from a small, steerable outboard mounted in the aft end of the cockpit well. This system works well, with the motor always easily reachable from the helm position.

The vessel features small skegs for cruising simplicity, and efficient transom hung rudders. Whilst this arrangement will not give the windward performance of a 12 Metre yacht, it works well and is problem free for cruising. The skegs also allow trailing of the vessel without the many problems associated with daggerboards.

The intended use for this vessel is coastal cruising, however in the hands of a skilled sailor she is easily capable of crossing an ocean, and has done well in club racing in Australia, placing against boats both more expensive and more sophisticated.

DESIGN DATA

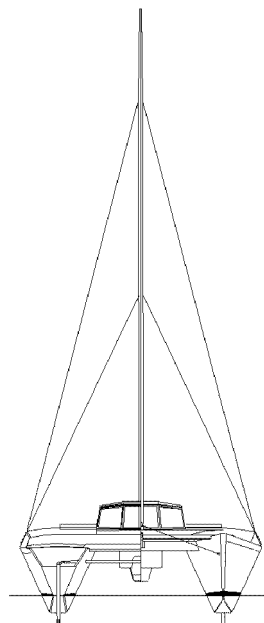
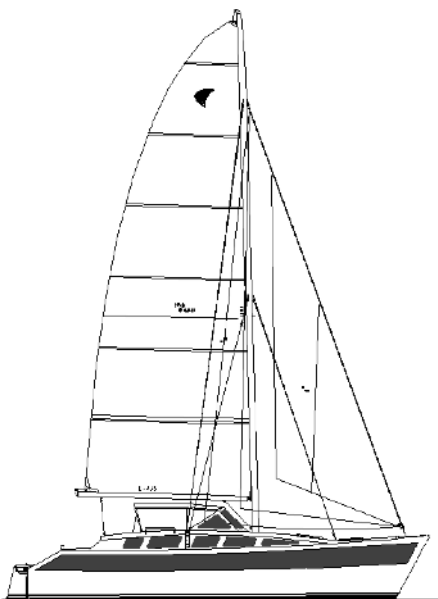
L.O.A.	7.70 Metres
L.W.L.	6.60 Metres
Beam	4.80 Metres
Draft	0.53 Metres
Displacement	1150 Kg
Trailer Weight	900 Kg
Load Max	500 Kg
S.A.	37.72 Squ Metres



CORAL SEA 35 CATAMARAN



The Coral Sea 35 is designed specifically for the builder who wants maximum boat for minimum cost and building time. To this end the vessel features a simple truncated 'V' hull shape, and separate hulls connected by strongly mounted cross beams. These beams are not flexibly mounted. The truncated 'V' hull is exceptionally simple to construct, being as easy as the straight 'V' but with better sailing characteristics such as less wetted surface, better tacking etc.



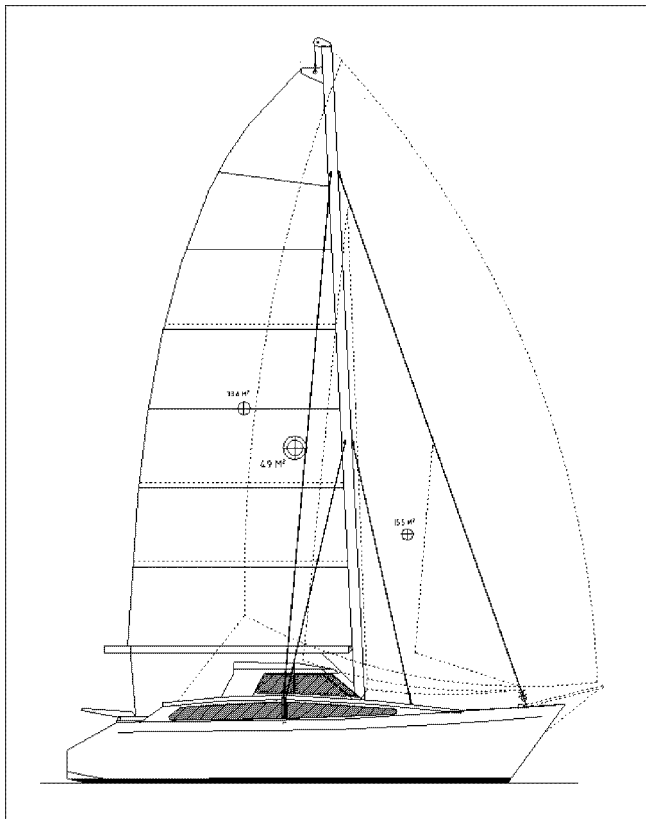
The CC35 is designed for safe, comfortable family cruising, with bunks for 4 in two cabins, and room for 4 more on the dinette and settee in an emergency. It also has a large and functional toilet / shower area, room for a chart table, and a huge cockpit for sailing and socializing. There is excellent headroom with 2 metres in the working areas, and good sitting headroom in the sleeping, sitting areas. For simplicity and ease of construction the hulls are constructed of a plywood shell over a framework of ply bulkheads and timber stringers. This is still the easiest and cheapest way to construct a cat, and when combined with timber / epoxy technology, is a very cost effective way to build a sound boat.



CORAL COVE 31 CATAMARAN MK II



The CORAL COVE 31 CATAMARAN has been designed to specifically to fill the role of an open water capable small family cruiser for coastal cruising and short term on board living, but at a reasonable cost. Hull shape, rig and accommodation layout have been designed with this aim. In general, the boat is optimized towards a cruising family, with more emphasis on livability than in the maximum number of births.

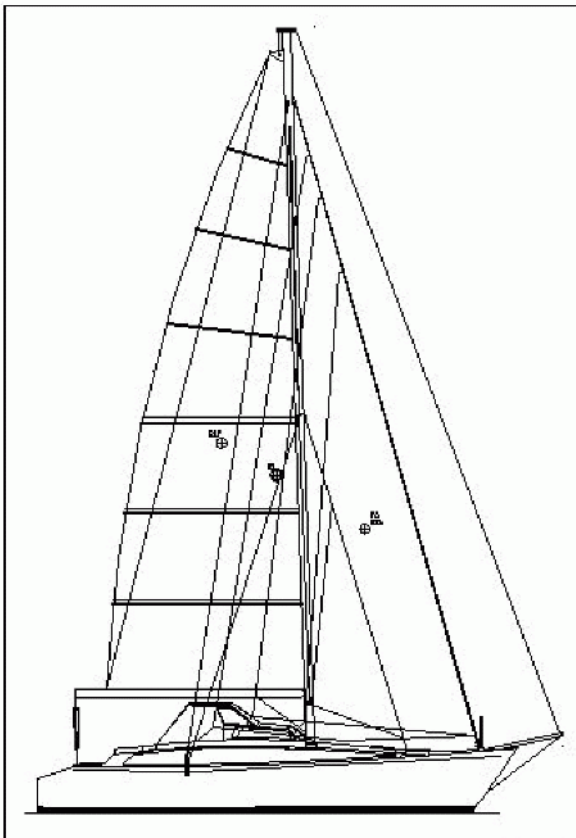


The hulls of the CC31 are multi - chine in cross section, deepening slightly towards the bow to minimize slamming in a chop, and flattening slightly to the stern to minimize 'hobby horsing' and promote planning. This follows accepted and proven principles in catamaran design, with no surprises or radical design features. This is in keeping with the safe family cruiser philosophy of this yacht.

The CC31 rig is the typical heavy roach and fully battened 7/8th rig which has proven to be the most efficient rig for catamarans over many years. This vessel features large main and small head sails, dingy style.

The main accommodation has been optimized for a couple, or small family rather than going for maximum berth numbers. There is a full size double berth in the port hull, with another in the Starboard hull, and a single forward in the starb'd hull. The dinette can also convert to another full size double. Toilet / shower is in a separate compartment. A good size and workable galley fills the mid section to starboard, whilst to port a chart

CORAL COVE 40 CATAMARAN



The Coral Cove 40 is intended for safe and comfortable ocean voyaging for a couple or small family on a budget. The main feature which distinguishes this cat is the use of a blister pod in the inside of each hull, which improves accommodation, creates a much more secure cockpit, increases deck area and makes for a stronger vessel.

The basic accommodation for the CC40 features a double berth forward in each hull, with a large raised seating area in the middle of each hull. To starboard, this is a dinette area large enough for the whole family, whilst to port there is a lounging area. Aft to starboard is the galley, with another berth in the stern, whilst aft to port is a W.C. area with separate shower area. A pilot berth can also be fitted in the pod of the starboard hull.

As an alternative, the port hull may have a private owners cabin, and a workshop or private single cabin forward.

The Coral Cove Cats feature multi chine hulls with flat bottoms and twin chines, and solidly mounted cross beams connecting the hulls, which allow for strong and capable rigs to be mounted for windward performance. The pods allow a cockpit to be built simply by dropping a solid floor between the pods and the two main beams.

The rig as designed is a simple, low tech masthead sloop rig with lanyard shroud lashings, however alternate higher performance rigs can be fitted.

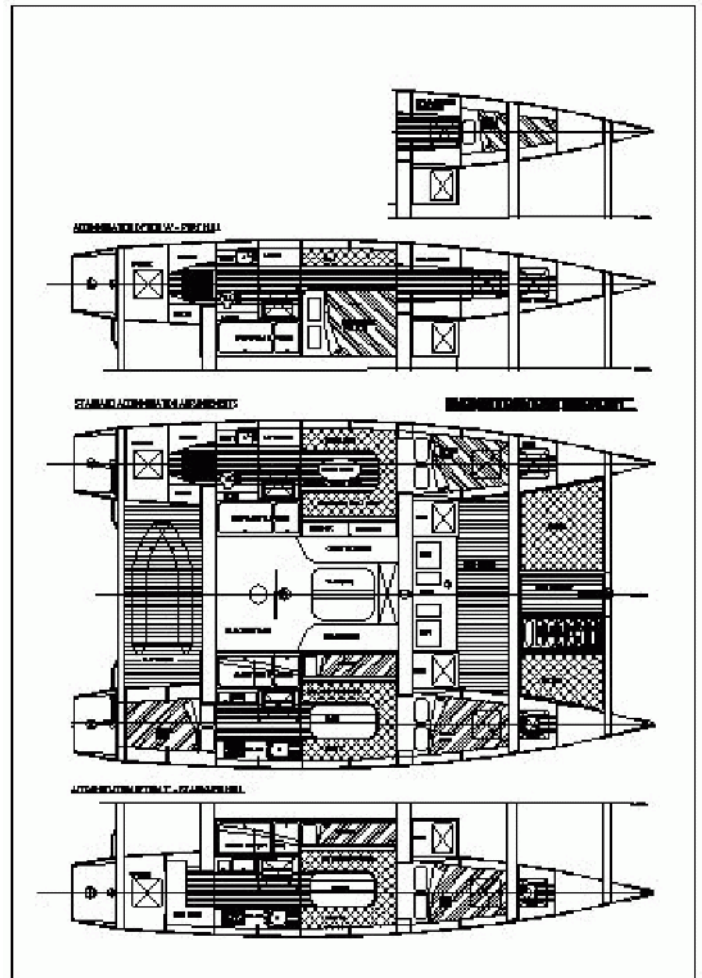
For simplicity and ease of construction the hulls are constructed of a plywood shell over a framework of ply bulkheads and timber stringers. This is still the easiest and cheapest way to construct a cat, and when combined with timber / epoxy technology, is a very cost effective way to build a sound boat.

Auxiliary power is from twin outboards in separate hull pods beneath the cockpit seats. The vessel features shallow mini keels for cruising simplicity, and efficient transom hung rudders. Steering is via a wheel in the cockpit.

The CC40 is a simple and capable vessel for those who want to cruise on a budget.

DESIGN DATA

L.O.A.	12.2 Metres
L.W.L.	10.73 Metres
Beam	7.33 Metres
Draft	1.04 Metres
Displacement	6360 Kg
Load Max	2000 Kg
S.A.	85 Squ Metres



WALLER TS 5.4 TRAILER YACHT



The Waller TS 5.4 is designed for 2 people, and is ideal for a couple, or parent and older child (of course more can be carried for day sailing.) The small cabin is surprisingly roomy, with overnight accommodation for 2. There are 2 berths placed in the mid section of the hull.

Construction is either strip plank in Western Red Cedar, or moulded in plywood or timber veneer, and construction has been kept as simple as possible without compromising the boats strength and weight. Plans include details for either method of construction, as well as a full specification and builders guide. The boat is easily constructed and rigged, and can be entirely home built with the exception of fittings and sails.

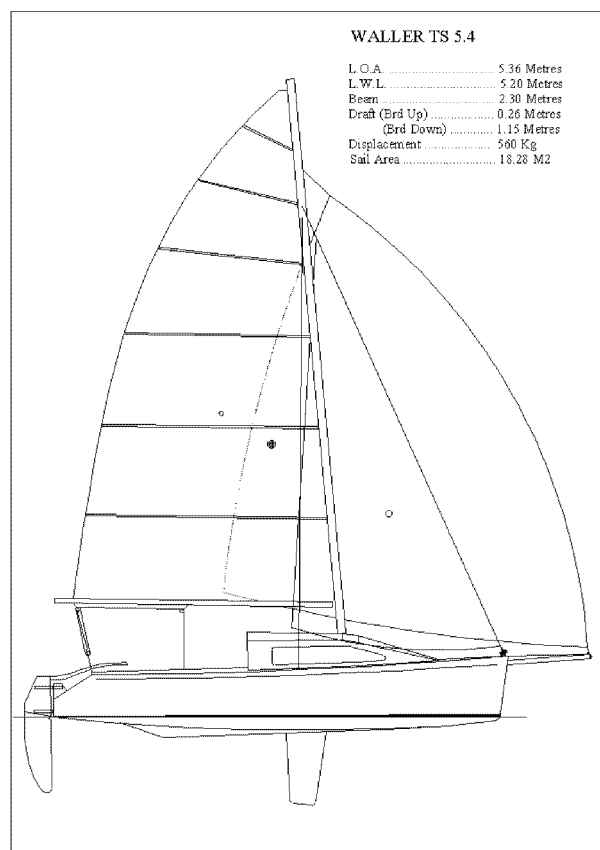
Fittings and systems have been kept to a

minimum utilising basic 'off the shelf' items. Spars can be constructed at home from stock alloy sections. Plans allow for an asymmetrical kite to be flown from a bow pole, or the option of a normal spinnaker set from a pole on the mast.

Despite having a ballasted centerboard,, this yacht sails like an overgrown dingy. As well as the ballast, this boat relies on hull form and crew weight for its stability, but with most of the ballast in the centreboard, she is remarkably stable.

In her designed environment of sheltered and semi sheltered water, she is an ideal step up for small dingy sailors. For those who like a brisk sail the performance is first class and she is capable of planing.

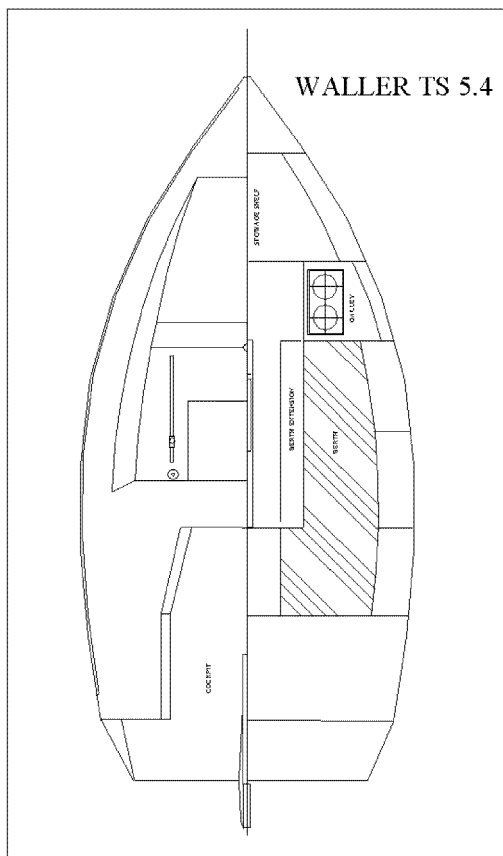
Although designed primarily as a fun and inexpensive family boat, this design has proven to be a most able performer, placing and winning in many of Australia's most prestigious trailer yacht races, including the



Marley Point Overnight Race, and Tasmanian and Victorian State championships. In all of these she performed remarkably against boats both much larger and much more expensive than herself.

DESIGN DATA

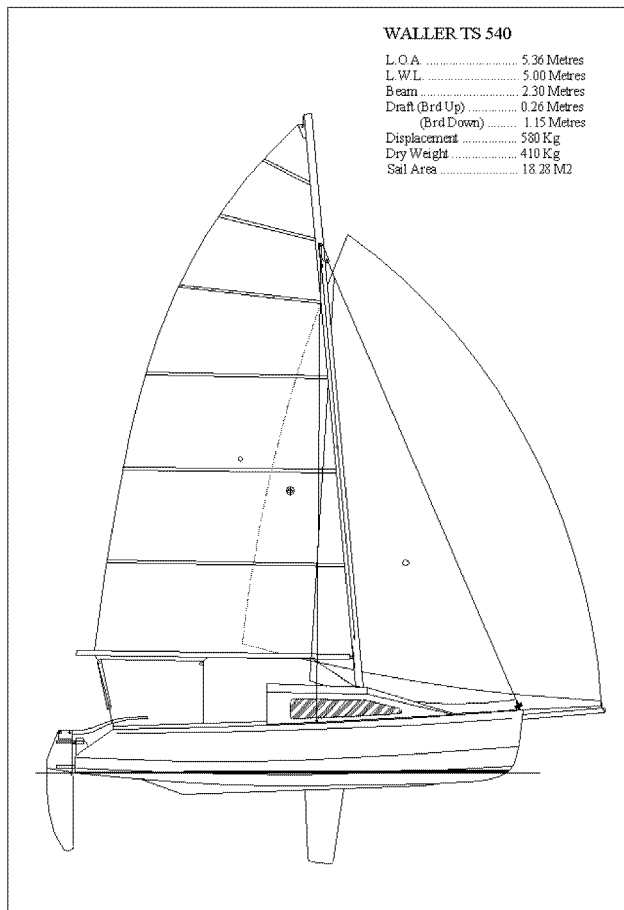
L.O.A.	5.36 Metres
L.W.L.	5.20 Metres
Beam	2.30 Metres
Draft Board up	0.26 Metres
Board down	1.15 Metres
Displacement	560 Kg
Ballast	120 Kg
Dry Weight	410 Kg
S.A.	18.28 Squ Metres



WALLER TS 540 TRAILER YACHT



The Waller TS 540 evolved from an earlier design, the Waller TS 5.4 Metre. The objective was to create a boat which shared the easy to build and fun to sail concept of the original design, and which possessed the same excellent sailing and handling characteristics, but which could be built from sheet ply wood . Like the TS 5.4, the Waller TS 540 is designed for two people, and is ideal for a couple, or parent and older child. (Of course, more can be carried for day sailing.) The small cabin contains minimal overnight ‘camping’ accommodation, with two bunks in the traditional ‘V’ berth configuration. Removable panels allow these berths to convert to a comfortable sitting area for two people.

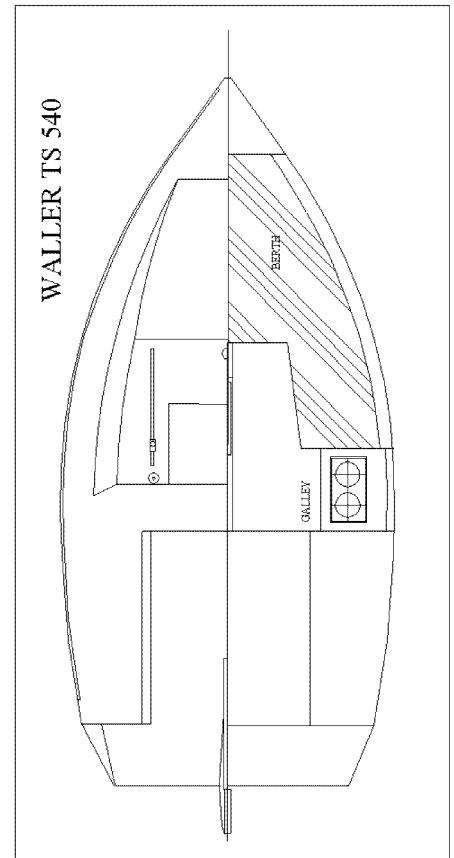


Construction is in Marine Plywood, using the timber / epoxy composite construction technique, and the boat has been specifically designed to be built without the need for a strong back or expensive throw away moulds. The hull is constructed around a framework of it's own bulkheads and a central spine incorporating the center board case. Plans are highly detailed, and include full specifications and a builders guide. The boat is easily constructed and rigged, and can be entirely home built with the exception of fittings and sails. Fittings have been kept to a minimum utilizing ‘off the shelf’ items. All spars can be constructed from stock alloy sections. Plans allow for an asymmetrical kite flown from a bow pole, but an optional normal spinnaker can be set from a pole to the mast.

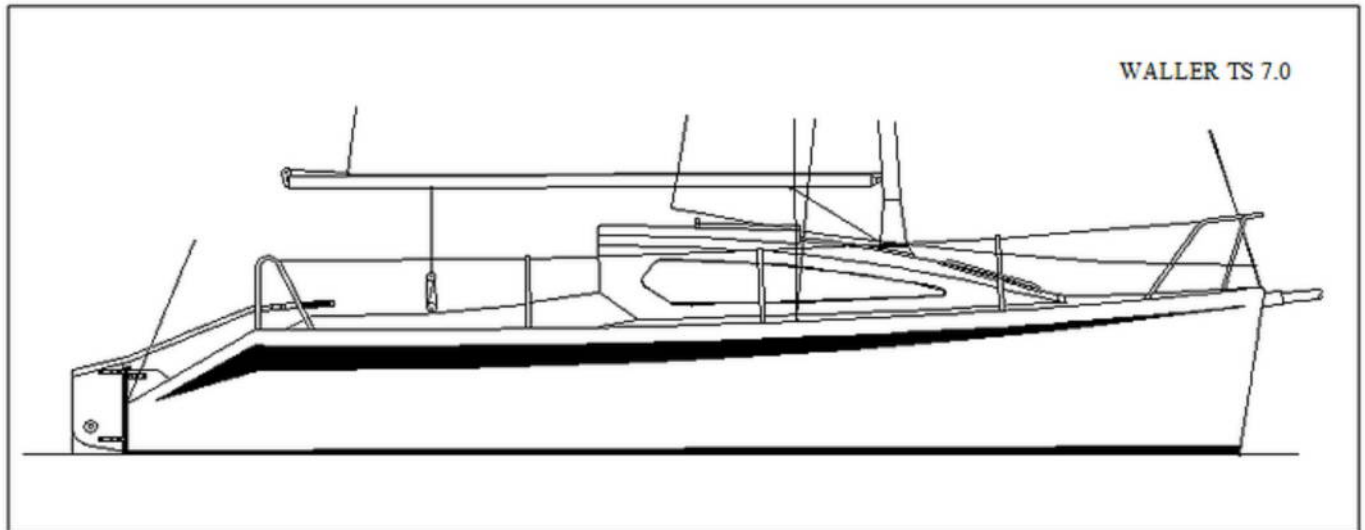
This boat is effectively an overgrown dinghy, relying on hull form and crew weight for much of its stability, but with the addition of a ballasted centre board which adds considerably to the inherent stability of the design. In its designed environment of sheltered water it is an ideal step up for dinghy sailors. Performance wise, this boat is comparable to its close sibling, the TS 5.4, which has proved highly successful in racing.

DESIGN DATA

L.O.A.	5.36 Squ Metres
L.W.L.	5.00 Squ Metres
Beam	2.30 Metres
Draft Board Up	0.26 Metres
Board Down	1.15 Metres
Sail Area	18.28 Metres ²
Displacement	580 Kg
Dry Weight	410 Kg
Ballast	90 Kg



WALLER TS 7.0 TRAILER YACHT



Designed as a big sister to our popular TS 5.4 and TS 540, the WALLER TS 7.0 is designed for 2-4 people and is ideal for a couple, or a small family. (Of course, more can be carried for day sailing.)

The small cabin contains overnight accommodation with 4 berths in a separate forward cabin and the main saloon cabin. A chemical toilet is located under the foreword berths and the layout includes a small but practical galley. Construction consists of timber / epoxy, with strip plank Western Red Cedar and glass for the hull shell, and plywood / glass for the decks, cabin and interior.

Plans include very detailed drawings of the construction, as well as specifications and building guide. The boat is easily constructed and can be entirely home built with the exception of fittings and sails. Mast and boom can be home built from raw sections using stock marine fittings.

In her designed environment of sheltered and semi - sheltered water she is an ideal step up for dingy sailors, and most suitable for older couples looking for something a little smaller. For those who like a brisk sail the boat is suitable for club racing and will plane in the right conditions. The inclusion of a ballasted drop keel makes her more stable than the traditional centerboard trailer yacht

L.O.A.	6.96 Mtrs
L.W.L.	6.80 Mtrs
Beam	2.39 Mtrs
Draft (keel up>	0.29 Mtrs
(board down>	1.34 Mtrs
Displacement	1225 Kg
Vessel Weight (trailer weight)	1025 Kg
Sail Area	25.65 Squ Mtrs
Ballast weight	330 Kg



MORETON BAY SHARPIE 5.4



This vessel was designed as a safe, comfortable yacht intended for day sailing or short range cruising for two in sheltered and semi sheltered waters. It had to be quick and easy to build at minimum cost, and suitable for less agile couples. In addition, the boat had to have traditional elegance and style. For simplicity and economy the tried and proven sharpie hull form was used. The boat is built from marine plywood wrapped around ply bulkheads, and is intended for timber / epoxy composite construction with a minimum of timber framing in the hull itself. The clipper bow is a nostalgic whim which may be dispensed with if desired, which along with the alternative sloop rig will give a more modern appearance.

Unlike traditional sharpies the MBS5.4 has a fixed keel. With a maximum draft of only 600mm the vessel is ideal for shallow water sailing, and with 220Kg of ballast in the keel the boat has excellent stability and will sail comfortably without the crew gymnastics often required of a boat this size. An additional advantage is that cabin space is not cluttered by a centreboard case. The interior layout is designed for day and weekend

sailing, with sitting headroom in the cabin. The accommodation features a V berth with seating at a small but useable table. At night the table drops down and an insert cushion completes the large and comfortable berths.

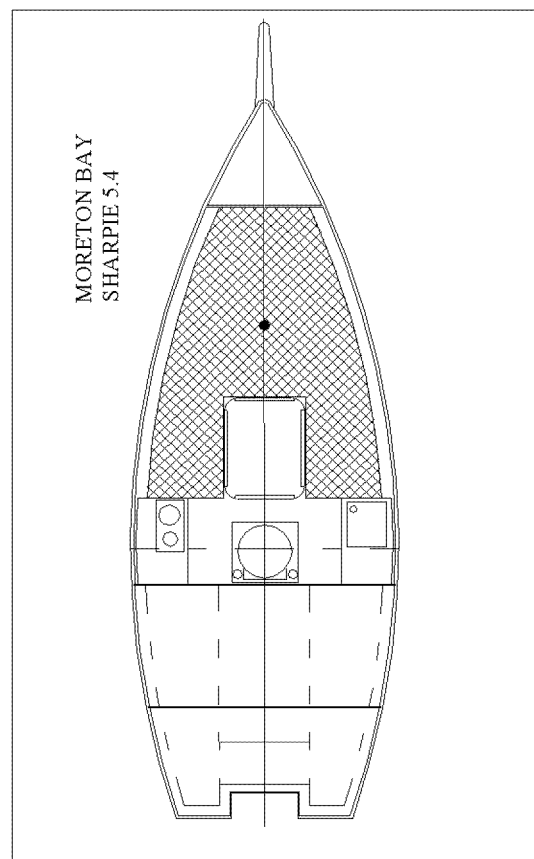
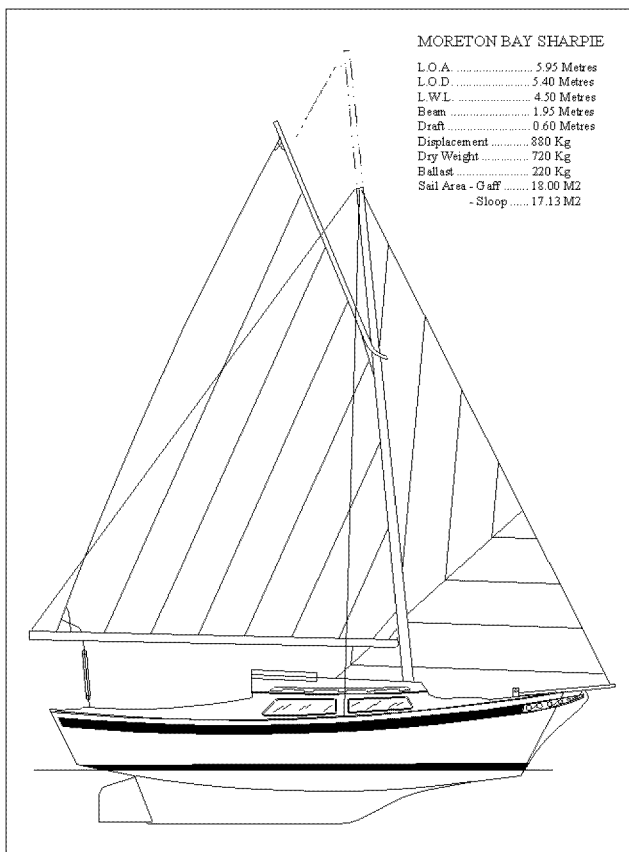
The MBS5.4 comes with two rig options, a more traditional gaff rig for the purist builder, with timber mast and gaff, or a Bermuda sloop rig with alloy spars. Both rigs use a stock alloy section for the boom. Sail area is comparable for either rig.

With a design displacement of 880Kg and a trailing weight of 720Kg, she will tow behind the average family car. With a depth of keel below the hull of only 400mm the boat is easily capable of being launched and retrieved from a purpose built trailer. It is worth noting that the trailing weight includes most of the standard gear. Nobody bothers to strip a boat for towing.

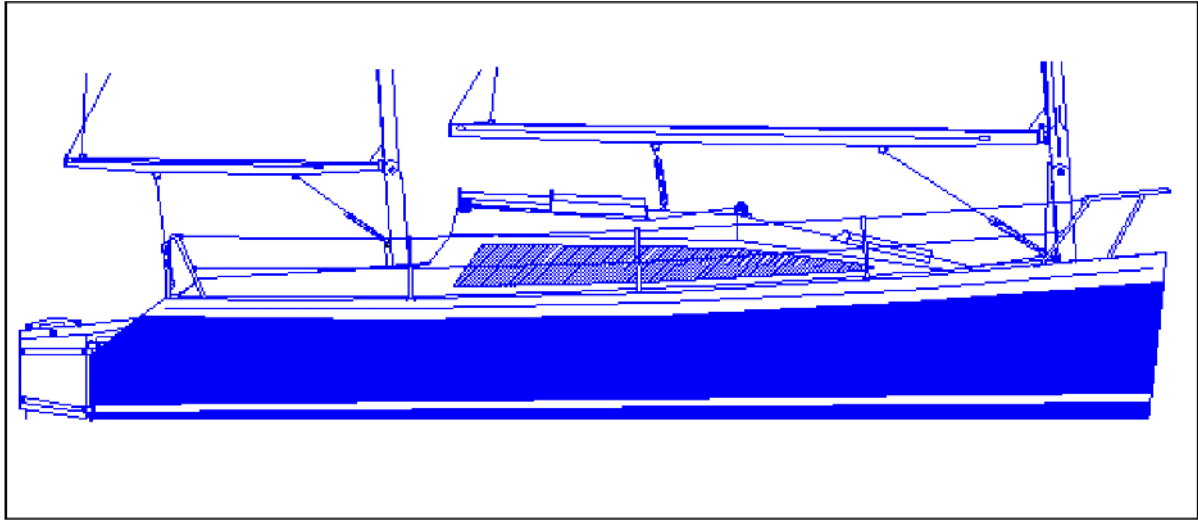
Construction cost will vary with the choice of materials and fittings, as well as locality, but should still be well below the costs of a comparable production, moulded or glass boat. Plans come complete with 8 main sheets of drawings, detail sheets, full specifications, and a step by step building guide.

DESIGN DATA

L.O.A.	5.95 Metres
L.O.D.	5.40 Metres
L.W.L.	4.50 Metres
Beam	1.95 Metres
Draft	0.60 Metres
Displacement	880 Kg
Dry Weight	720 Kg
S.A. Gaff	18.00 Squ Metres
Sloop	17.13 Squ Metres



DECEPTION BAY SHARPIE 26 CK

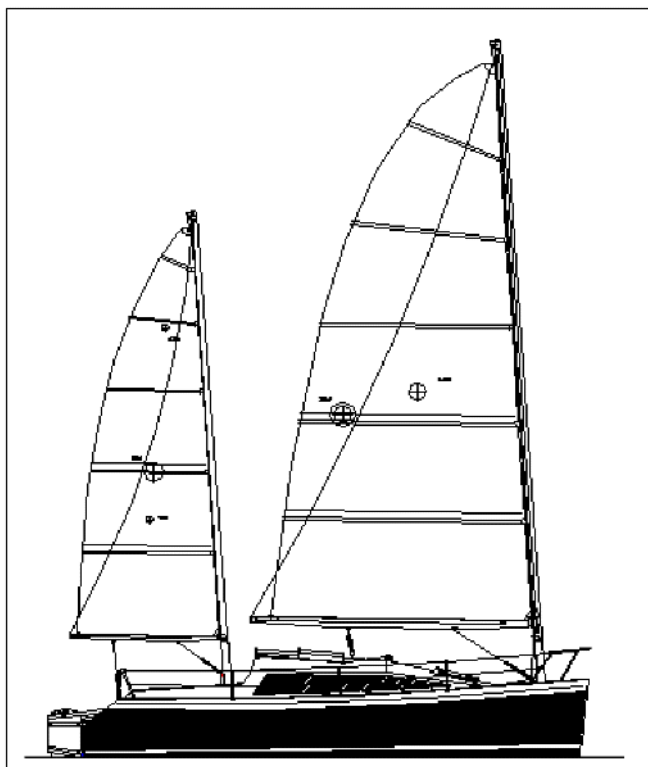


The Deception Bay Sharpie 26 CK (Cat Ketch) is a traditional Sharpie design with a more modern profile, designed for those who love the low cost, simple construction and high performance of the sharpie concept, but prefer styling a bit more up to date than the highly traditional appearance of most current Sharpies on the market today.

The vessel provides basic accommodation for day and weekend / short term sailing for two, or a small family, and should not be regarded as a long term or distance cruiser. She is basically designed for use in sheltered and semi sheltered waters. Sharpies are however, extremely stable boats, and in skilled hands are capable of much more extensive voyages in open water and coastal sailing. A high ballast ratio and exceptional form stability makes them extremely seaworthy boats.

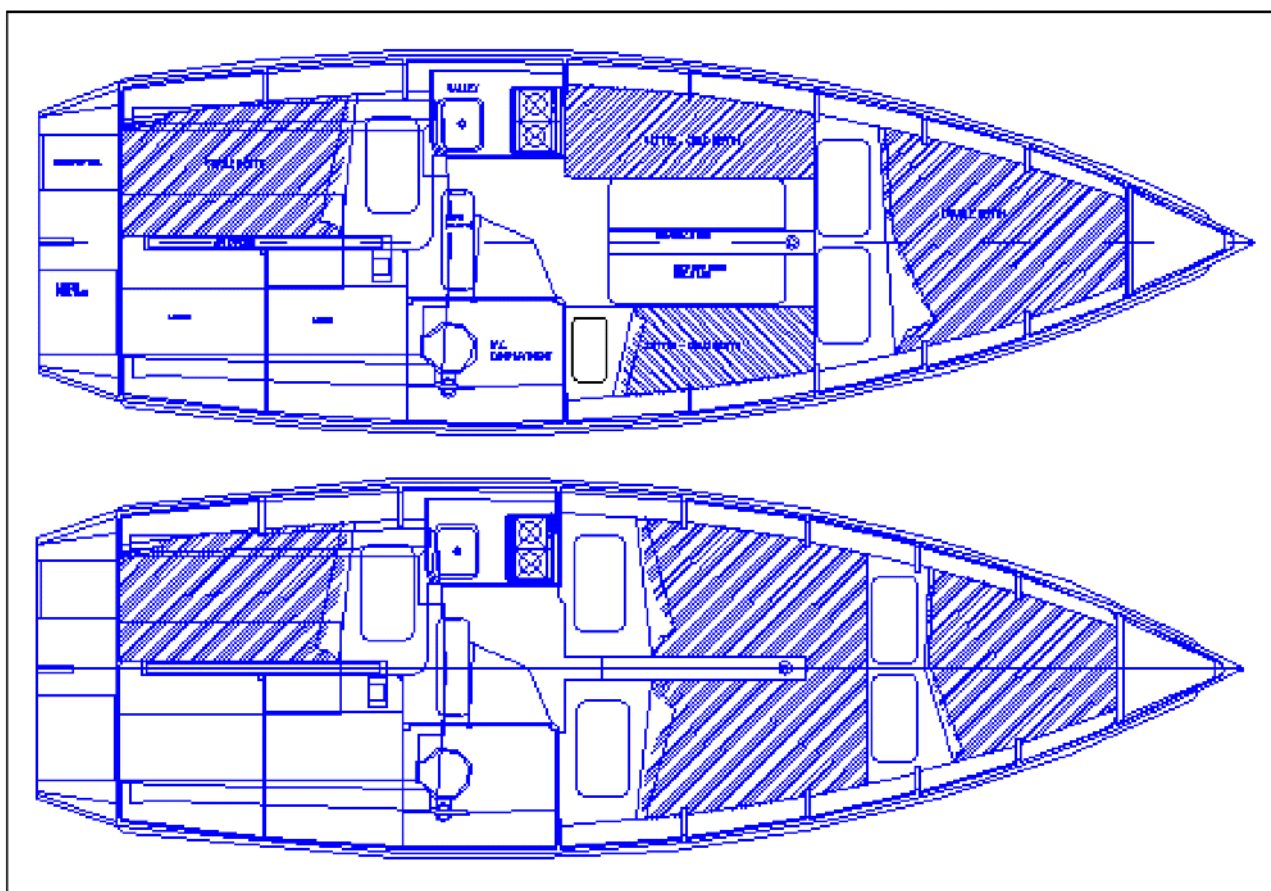
The vessel is designed for timber/plywood/epoxy construction. Construction is entirely in marine grade plywood with minimal timber framing, and most internal structural support is provided by ply bulkheads and joinery. The sharpie hull form, with flat bottom and flat, sloping hull sides, is admirably suited for this construction method, making it quick, easy and inexpensive to construct.

The Deception Bay Sharpie 26 CK (Cat Ketch) differs from other sharpies mainly in her more modern appearance, and in the fact that she has tandem center boards. Twin boards have several advantages over a single large board, the chief of which is that two smaller boards interfere less with the accommodations, and allow the boat to be perfectly balanced for any point of sail or weather conditions, a great benefit for short-handed sailing. Each board being smaller, the additional cost and time constructing two boards is not much greater than one large board, and the benefits outweigh this by far.



DIMENSIONS

L.O.A.	7.80 Mtrs
L.W.L.	7.65 Mtrs
Beam	2.44 Mtrs
Draft (boards up)	0.30 Mtrs
(boards down)	1.41 Mtrs
Displacement	2100 Kg
Vessel Weight (trailer weight) .	1800 Kg
Sail Area	24.22 Squ Mtrs
Ballast weight	674 Kg



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