

Information taken from the 1973 sales brochure

The **Spacesailer 24** was designed by West Australian Kim Swarbrick and built by the family company, Swarbrick Bros of Osborne Park, Western Australia. In its time it quickly proved to be a very popular small cruiser/racer on the West Australian market. A medium-displacement 1995.4 kg (4400 lb) sloop, the boat sailed well in all weather and sea conditions. The design allowed maximum live-aboard facilities in a boat of this size with 1.78 m (5 ft 10 in) cabin headroom and sleeping accommodation for five, plus extensive galley and stowage area. The Spacesailer 24 has a working sail area of 20.25 m² (218 sq ft).

The Spacesailer 24 remains a very popular small yacht on the second-hand market many years after the last factory produced boat was built in 1979.

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BUILDERS:

WA: - Swarbrick Bros. Yachts Pty. Ltd, 35 Carrington St., Claremont 6010.

NSW: - Newport Boat Sales Pty. Ltd., Queens Parade West, Newport 2106

DISTRIBUTION:

WA & SA: - ex Swarbrick Bros. Yachts Pty Ltd.

Tas., Vic., NSW & Qld: - ex Newport Boat Sales Pty. Ltd.

Basic Dimensions: L.O.A. 23'8", L.W.L. 21', Beam extreme 8'4", Draft 4'3",

Displacement 4,400 lbs., Ballast 2,000 lbs.

Sail Area: Mainsail 115 sq. ft., Large Genoa 246 sq. ft., No 2 Genoa 171 sq. ft., No 1 Jib 103 sq. ft., Spinnaker 500 sq. ft., Sail Area 100% fore-triangle 279 sq. ft.

1. CONSTRUCTION

The hull is moulded of glass reinforced plastic, and consists of matt and woven rovings. The hull thickness varies from the gunwale to the centre-line where it is much heavier. GRP floors are fitted as stiffening webs, to spread the ballast loads into the hull. The two piece furniture unit is bonded and glassed to the hull. The bulkheads are bonded to the hull and to the deck for additional stiffening. All glassed construction is to Lloyd's specification for yachts.

2. BALLAST

The lead ballast is made up of five separate ingots, shaped to fit neatly inside the fibreglass fin. These are bedded in a mixture of resin and chopped matt. The average depth of these ingots is 6". This enables both sides of the fin to be bonded together at every joint.

3. COLOURS

Our standard colours feature a white hull with a six-inch coloured band beneath the gunwale together with a coloured boot topping. The standard deck colours are white with a Cabin-top of fawn, and all non-skid surfaces also fawn. Coloured hulls can, of course, be supplied to owner's choice.

4. RUDDER

The rudder is moulded from GRP with a foam core. The rudder stock is 1 3/8" thick, and is solid.

5. CHAIN PLATES

Chain Plates are of stainless steel, and are stood well in from the toe-rail to allow the closest possible jib sheeting. The forestay is secured to a special superston casting. This has two track points for the quick changing of headsails. The backstay is divided towards its lower end and is connected to two chain plates at each side of the stern.

INTERIOR

6. SLEEPING ACCOMMODATION

There are two bunks in the forward cabin with ample length for the tallest person. There is sufficient height under the deck to allow a person of average height to sit on the bunks comfortably with spare headroom. There is 5'10" headroom under the cabin in this area. Moving aft there is an enclosed roomy toilet on the port side, fitted with a Brydon Boy marine toilet. Opposite the toilet, on the starboard side, is a shoulder high shelf. Moving further aft again, on the starboard side, there is a full length bunk with a shelf and stowage bins. This bunk protrudes through the bulkhead into a locker area, where there is ample space for hanging clothes. There is also good stowage space under this bunk.

7. DINETTE

This is on the Port side with comfortable seating for four. A thirteen-gallon water tank is installed under the forward dinette seat. Provision is made for lowering the dinette table to make a comfortable double bunk. The builders believe this to be the best dinette set-up on any production yacht of its size. Behind the cushion at the back of the after dinette seat is a large locker for hanging of waterproof clothing.

8. GALLEY

This is situated on the starboard side, and is an integral part of the fibreglass furniture. There are two ice boxes, stove recess with a two burner alcohol stove, stainless steel sink with galley pump connected to the water tank. Teak plate and cup racks can be fitted as an optional extra.

9. COMPANION WAY STEPS

These are of fibreglass moulding with teak treads and a toolbox under the bottom step. These steps are easily removed to facilitate stowage of the outboard motor under the Cockpit.

10. INTERIOR FINISH

All surfaces are white gell coated. The cabin sole has a non-slip surface. All exposed bulkheads in the saloon area are faced with teak. All joinery, including Cupboard doors, is teak. All interior woodwork is finished to a low sheen and hand rubbed with Swedish rubbing oil.

11. DECK AND COCKPIT

The deck is moulded in GRP, stiffened with timber and end grain balsa. The toe-rail is moulded in with the deck with breaks to allow stanchion bases to be places at the correct intervals. Right forward there is a large anchor hatch, this being self-draining. Just behind this hatch, and in front of the cabin, is a large hinged hatch for ventilation and access. The cabin trunk is of a very pleasing design, very rounded at the forward end, with two large and one small fixed windows on each side. The window surrounds are specially moulded in our factory and are guaranteed not to leak. There are small up-

stands on the cabin top on each side to take the teak handrail, which is of sufficient size to enable you to get a hand underneath and get a good grip.

There is no exaggerated deck camber, and the decks on each side of the cabin are fairly flat, for easy and safe movement. Moulded in the cabin-top, towards the after end, is a washboard, † stop spray from going over the end of the cabin into the cockpit area. There is no sliding hatch on the cabin, and the companionway entrance is of the keyhole shape, allowing plenty of room to enter the cabin. There is a roomy cockpit, 6'2" long with, at each side, seats with sufficient width on which to sleep. The cockpit sole is 15" above the water, with two drains at the read end to JOG standard. The combings are 14" above the seat at the forward end and 9½" at the stern. For the client wishing to install an outboard motor as an auxiliary, there is a removable panel at the stern of the boat, allowing the motor to be clamped directly to the stern. This is a very attractive feature of this boat when cruising, for when the outboard motor and the panel are removed, it is very easy to board the yacht from a dinghy, or to get aboard the yacht when swimming.

Another optional extra is the swimming board, such as is seen on many launches. The stern of the yacht is of sufficient width to allow for fitting of a 3' by 2' board. This is detachable and is supported by two chains from the top of the stern, and being only 5" above the water, is a very attractive feature, particularly for the family keen on swimming. All deck hardware is either stainless steel, high tensile aluminium or chrome plated superston. Several of the fittings are custom made for the boat. The cockpit winches are chrome Barlow 16's.

12. MAST AND RIGGING

Your Spacesailer can be supplied with alternative mast sections dependant upon use: JOG racing, cruising, etc.. All standing rigging is 1 x 19 x 3/16 stainless steel preformed wire. All running rigging is internal except the spinnaker halyard. Spinnaker gear is an optional extra.

13. ENGINES

While there is no difficulty in the installation of an inboard engine, we strongly recommend the use of an outboard motor as auxiliary for this yacht. Firstly, installation costs of even a small marine engine are considerable and although we have fitted inboard engines in some yachts, almost all of our clients are accepting the outboard motor. A 5 HP motor is quite sufficient although some have used as high as 8 HP. The saving on the outboard as against the inboard would be as much as \$1,000. A director of our firm has one of the Spacesailers for his own use, and uses an outboard motor and would not consider an inboard engine.

14. RACING RECORD WA

Space sailers are now in their third season in West Australia, and have a truly remarkable ocean racing record, having dominated the JOG racing here for the last two seasons. They have competed in ocean races of up to 250 miles. They rate well under the JOG YA Rule that operates in West Australia and have competed very successfully under the IOR Rule.

15. TESTIMONIAL

Extract from a letter from a Mr John Holiday, who was making an around the world trip with his Spacesailer, writing from Singapore on December 17th 1972:

"I am more that satisfied with the boat. It is really superb, seaworthy and comfortable, and that is what you want for cruising. It makes any other yacht of similar size or a little longer, look second rate, or at least ridiculously cramped, of the other yachts I've seen on the way up. You know I carry a dozen jerry cans (5 gallon ones) in the cockpit lockers, 2 x 1 gallon oil cans, 1 gallon distilled water, about 500 feet of 2" rope, about 1,00 ft of 1½" rope, a few hundred ft of 1" and smaller, along mooring buoy, 27lb Fishermans kedge anchor and 20 ft of chain, a canvas awning, canvas dodger, about 10 yds of 18oz canvas, a pile of nylon netting, have 3 readily accessible lockers for winch handles, tools, bilge pump handle, sail lashings, reef lashing, shock cord, sail-bags, etc., etc., all in the lockers and still acres of room in the big port one. Still under the cockpit I stow the inflatable dinghy, oars, and floorboards, several pieces of 18" x 24" x ½" ply, several lengths of wood of assorted sizes, a long handled mop and scrubber, 2 x 5 gallon jerry cans, 2 gallon water can. I have yet to see a 24' boat that could even begin to stow a quarter of that lot under the cockpit and I am very happy with the boat."