

MIKE WALLER YACHT DESIGN

2009

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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, both as custom designs or as stock plans. Whilst much of my time in the past has been spent doing one off work, I also provide a small (but growing) range of small boat stock plans for amateur builders.

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.

The Philosophy

I do not believe that 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, all designs currently in this catalogue were specifically designed for amateur construction. Most of these designs are designed mainly for timber/plywood or timber/fibreglass construction, using the timber / epoxy technique. Timber and plywood 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 inexpensive, especially considering that each plan comes complete with written specification and builders manual. I have always believed that boating is far more expensive than it needs to be, and to that effect, I attempt 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 posted folded in manila envelopes for speed and cost effectiveness.

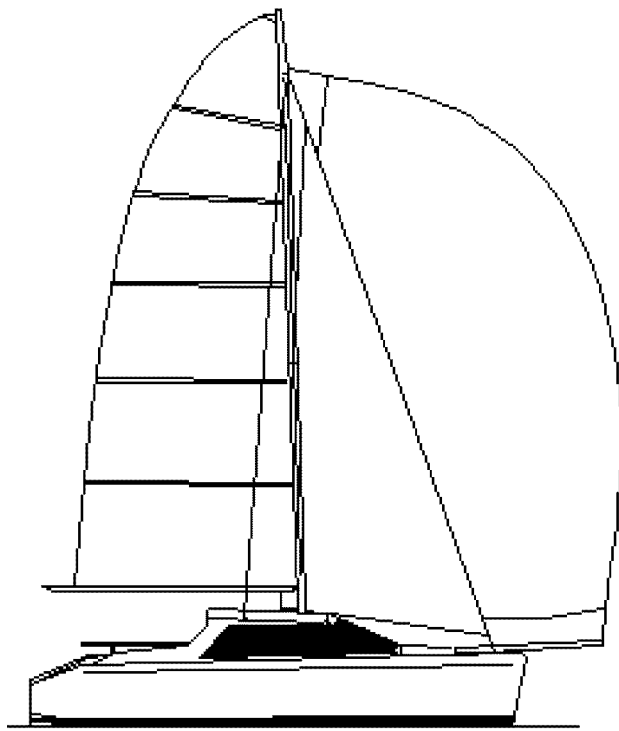
Full Plans are delivered rolled in protective cardboard tubes or in protective packaging.

Plans over \$1000.00 to overseas clients are sent by Express Courier

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.

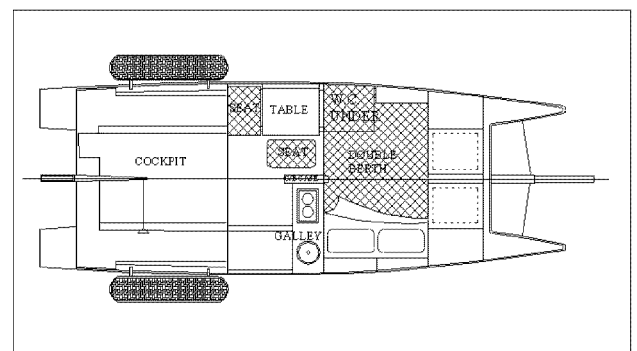
Particular care has been taken to ensure that this boat is both a safe and reliable performer, with an efficient sail plan and low profile for windward performance. All sails can be reefed in strong winds, and the yacht features 'hobie style' outrider seats for sailing in stringer winds. For normal sailing 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.

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.

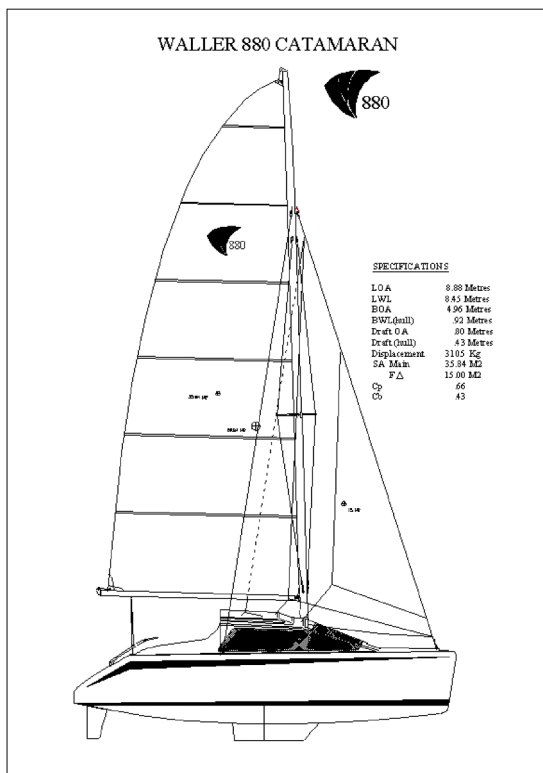
DESIGN DATA

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

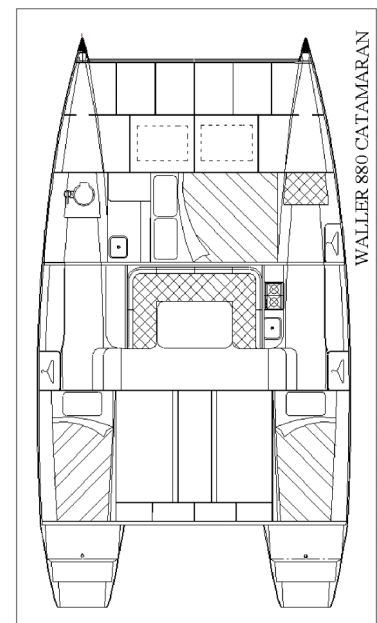
For simplicity and easy construction, the hulls are strip planked in cedar and fibreglass composite. Duracore could also be used. Bulkheads, decks and cabin are plywood for low cost, but could easily be constructed from composite panel materials if desired. The entire vessel utilises timber / epoxy construction, 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.

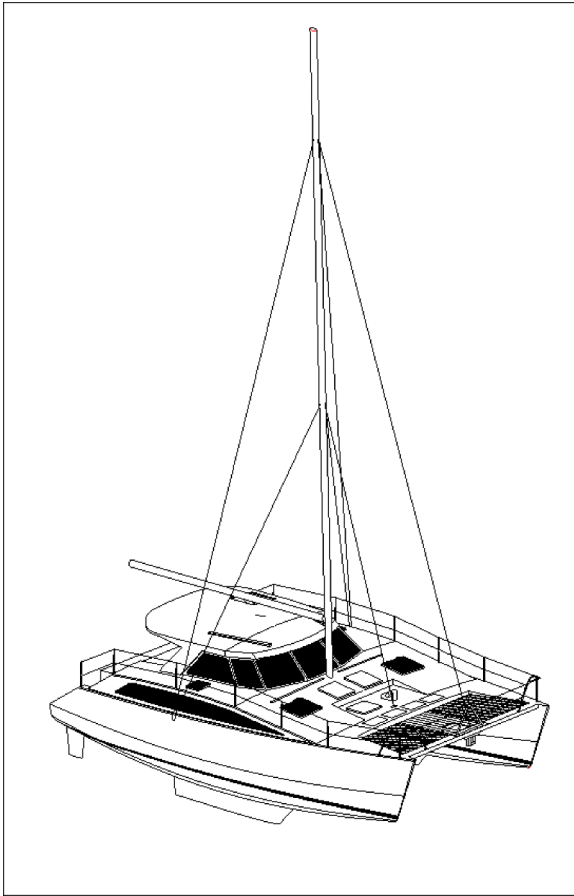
Plans are extremely comprehensive, with detailed drawings, full specifications and builders manual, plus CAD files for laser or router cutting of the mould frames for those who wish to save some time.

DESIGN DATA

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



WALLER 1100 Mk II CATAMARAN



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 wider hulls for load carrying ability and internal space.

The design features a medium tech rig for good windward performance, mini keels, and inboard diesel engines for safety and efficiency.

The 1100 comes with a fully battened sail rig as standard. The standard cat rig today is the typical heavy roached, fully battened main and 7/8th rig which time has shown to be the most efficient rig for catamarans.

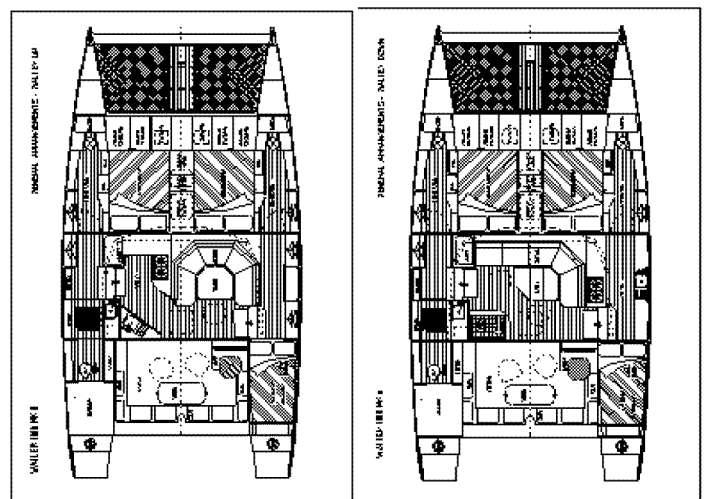
The 1100 is all plywood with some timber framing. The multi chine shape of the hulls and the careful design of the deck and turret cabin mean that there are no compound curves on the vessel, thus making the use of sheet plywood very simple. The basic construction is ply skin over an armature of plywood bulkheads and 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 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.

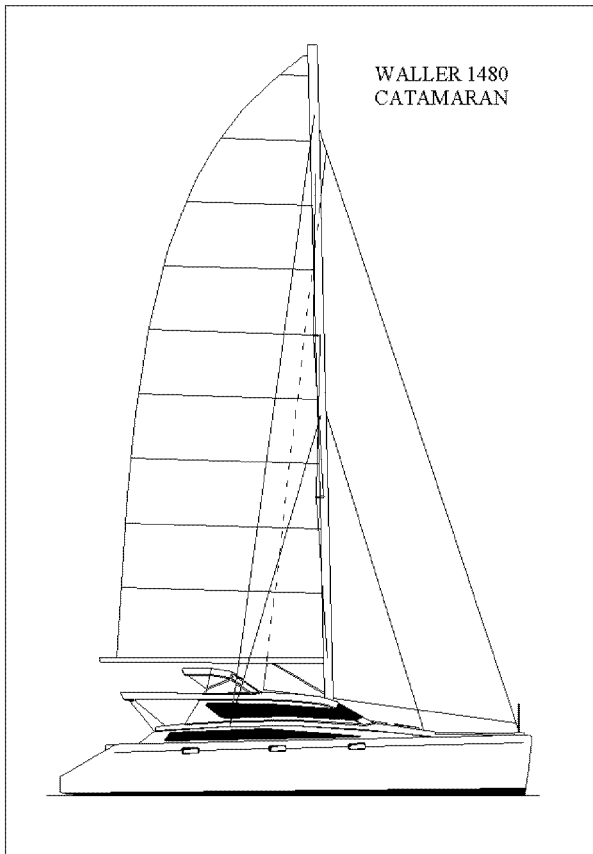
DIMENSIONS

LOA	10.97 Metres
LWL	10.43 Metres
Beam O.A.	5.84 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	741 mm



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.

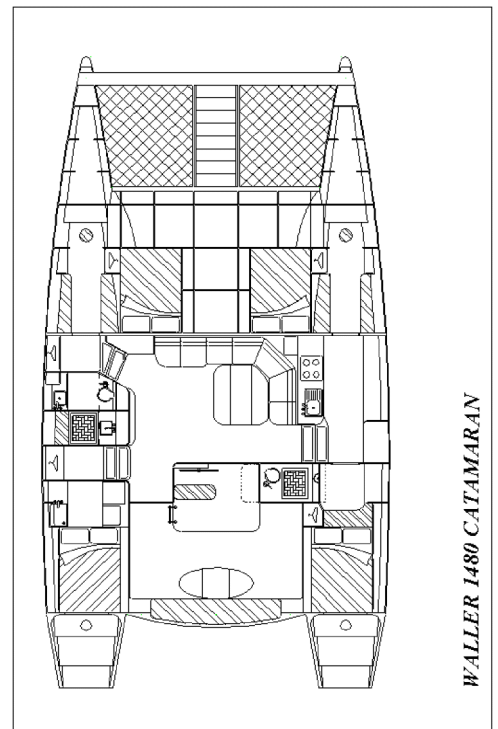
The vessel features two toilet compartments. The main compartment in the port hull is divided into toilet and shower areas, to allow each to be used individually. The second W.C. is on the bridge deck beside the helm platform, and opens to the cockpit for day use. If desired a second door to the saloon would allow the use of the area as a wet room for bad weather gear.

Headroom is 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 off) 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.

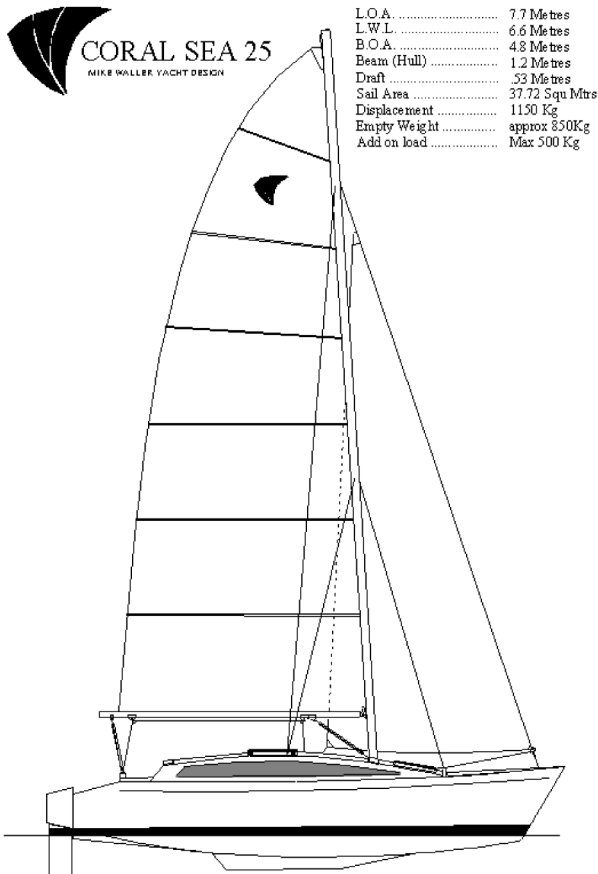
DESIGN DATA

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 '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 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, 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. 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.

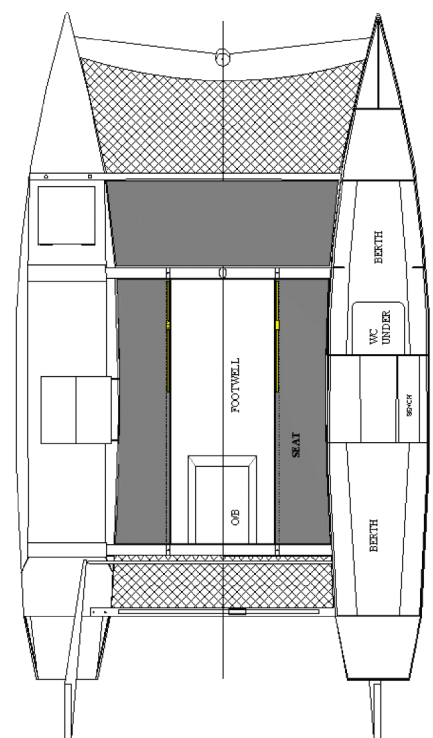
Auxiliary power is from a small, steerable outboard mounted in the aft end of the cockpit well. This system works well, with the motor always easily reachable from the helm position.

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 is easily capable of crossing an ocean.

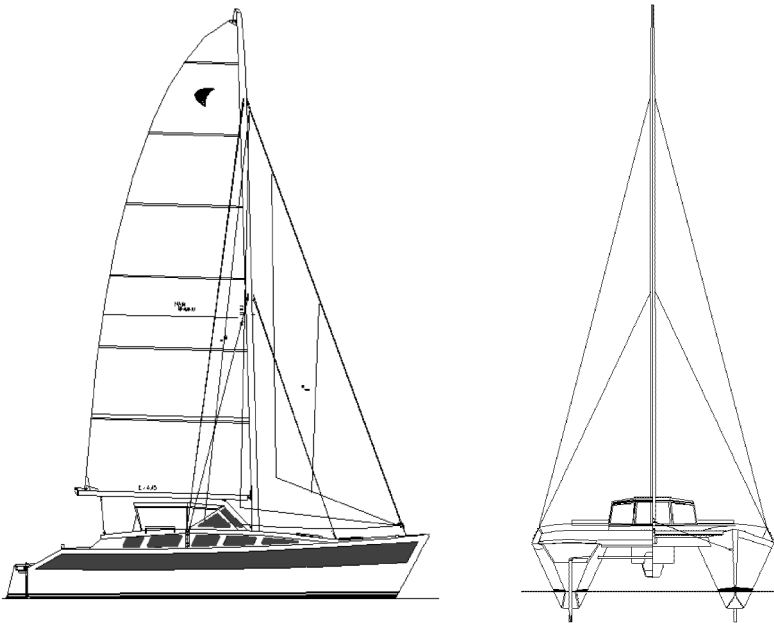
DESIGN DATA

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 separate 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 of headroom 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.

The rig is a simple but efficient $\frac{3}{4}$ sloop with a large sail area for light weather cruising. Most cruising is done in light wind, and the rig is easily reefed in heavier weather. 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.

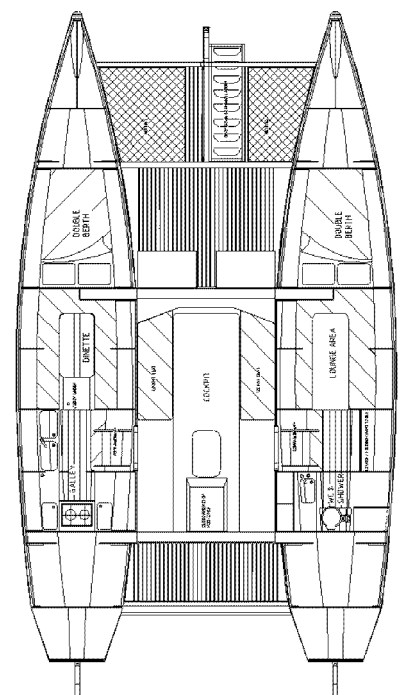
Auxiliary power is from a small, steerable outboard mounted in the aft end of the cockpit well. This system works well, with the motor always easily reachable from the helm position.

The vessel features shallow mini keels 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. Steering is via a single tiller in the cockpit, however wheel steering is easily fitted.

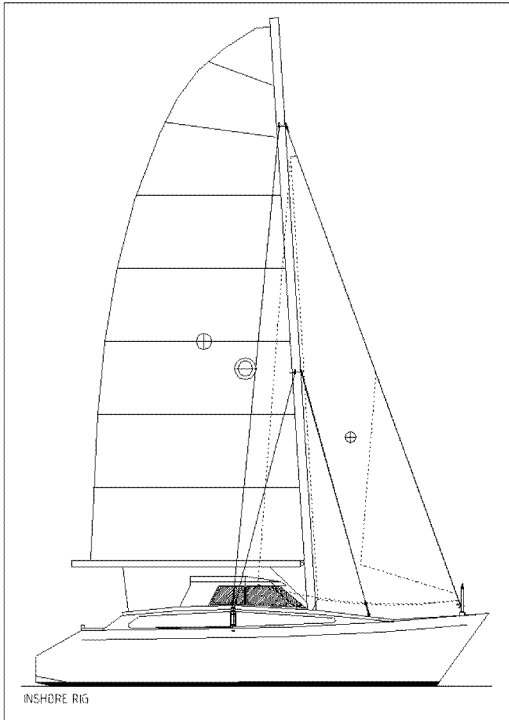
The CC 35 is a simple and capable vessel for those who want to cruise on a budget.

DESIGN DATA

L.O.A.	10.72 Metres
L.W.L.	9.84 Metres
Beam	6.32 Metres
Draft	0.78 Metres
Displacement	3600 Kg
Load Max	2000 Kg
S.A.	56.8 Squ Metres



CORAL COVE 31 CATAMARAN



The Coral Cove 31 is intended for safe and comfortable ocean cruising on a budget. The main feature which distinguishes this cat is a blister pod on the inside of each hull, which improves accommodation, increases deck area and hull strength, and makes for a much more secure cockpit area. She is intended to fit somewhere between the Polynesian catamaran concept and the more high tech. catamarans. The Coral cats use absolutely no exotic materials. To keep construction simple and costs low they are designed for all plywood construction, using the proven timber / epoxy construction technique.

The Coral cats all feature separate hulls connected by crossbeams. Beams are solidly mounted. The vessel has a multi chine hull with mini keels and spade rudders for construction simplicity. The cockpit area features a solid floor fitted between the pod inner sides and the two main beams. Auxiliary power is provided by twin outboard motors (9 hp max.) mounted below the cockpit floor, under the seats.

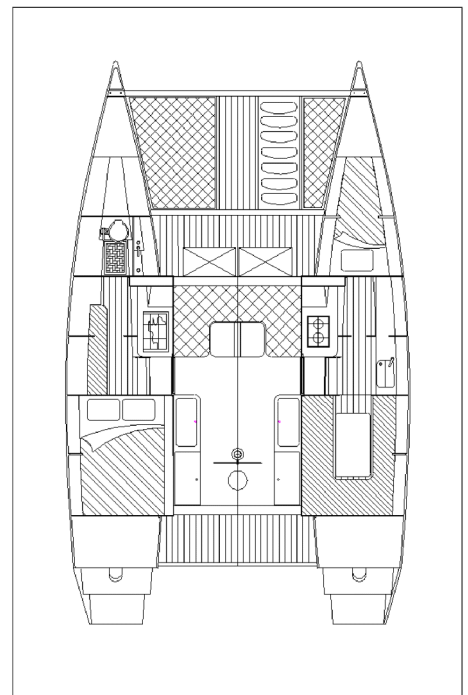
The CC31 rig is the typical heavy roach and fully battened 7/8th rig which has proven to be the most efficient rig for catamarans over many years. This vessel features large main and small head sails, dingy style.

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, and a single in the starb'd hull. The starb'd 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 area fills this space. There is full headroom throughout the hull accommodation areas and good sitting headroom over berths and dinette.

At the forward end of the cockpit a small dinette style lounging area provides comfort for sailing, with good shelter provided by the dog box style turret roof. The aft end of the cockpit is open for working the boat.

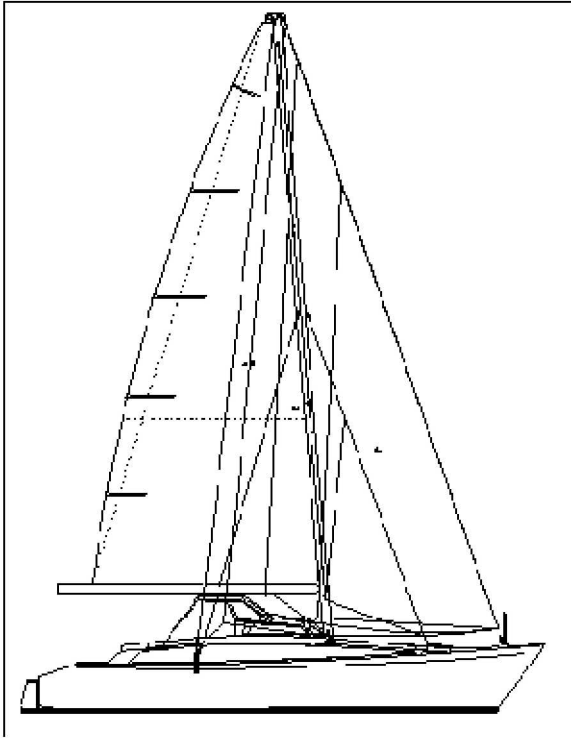
DIMENSIONS

LOA	9.425 Metres
LWL	8.24 Metres
Beam	5.8 Metres
Draft	.84 Metres
Displacement	3500 Kg
Hull Beam/LWL ratio	9 : 1
Sail Area	50.26 Square Metres (Inshore rig)
Max. Payload Waterline)	1000 Kg (500 Kg to Load
Fresh Water	240 Litres



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.

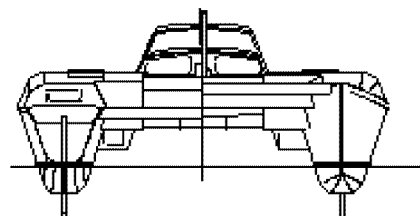
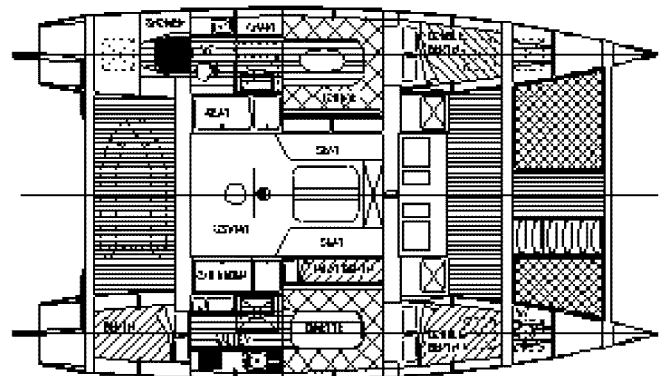
For simplicity and ease of construction the hulls are constructed of a plywood shell over a framework of ply bulkheads and timber stringers. This is still the easiest and cheapest way to construct a cat, and when combined with timber / epoxy technology, is a very cost effective way to build a sound boat.

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.

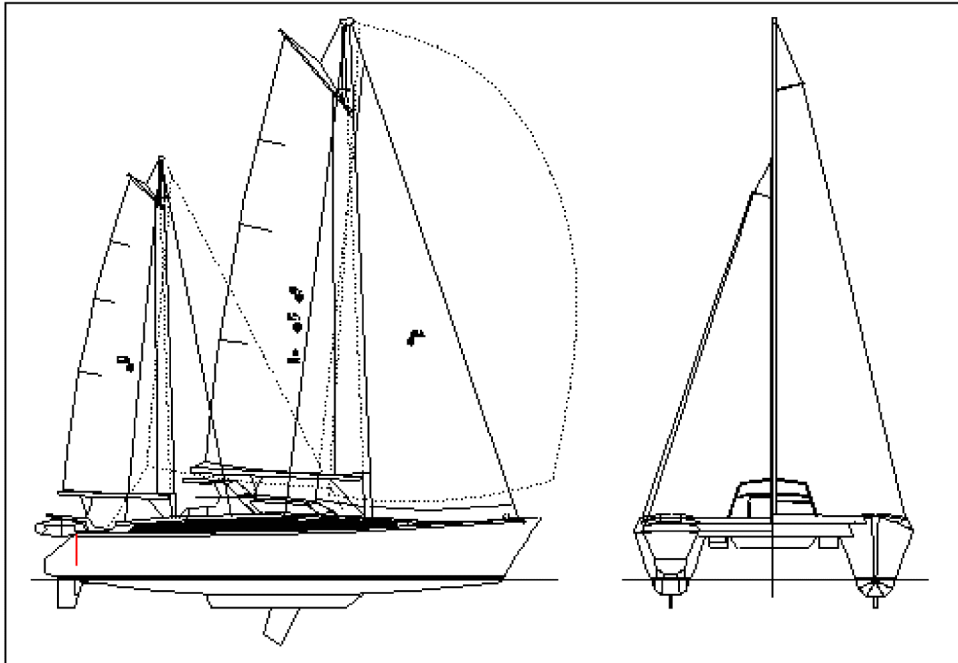
DESIGN DATA

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.	68 Squ Metres



CORAL COVE 52 CATAMARAN

The Coral Cove 52 is the largest the Coral Cat range, and like it's sisters, is intended for safe and comfortable ocean voyaging on a budget. This is a very large and substantial vessel for it's length and type, with much more substantial accommodations than most similar vessels.



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. This vessel also has a central bridge deck pod (optional) with added accommodation.

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 pods mounted on the aft wing deck. The vessel features shallow stub keels and pivoting centreboards, with skeg mounted rudders. Steering is via a wheel in the cockpit module.

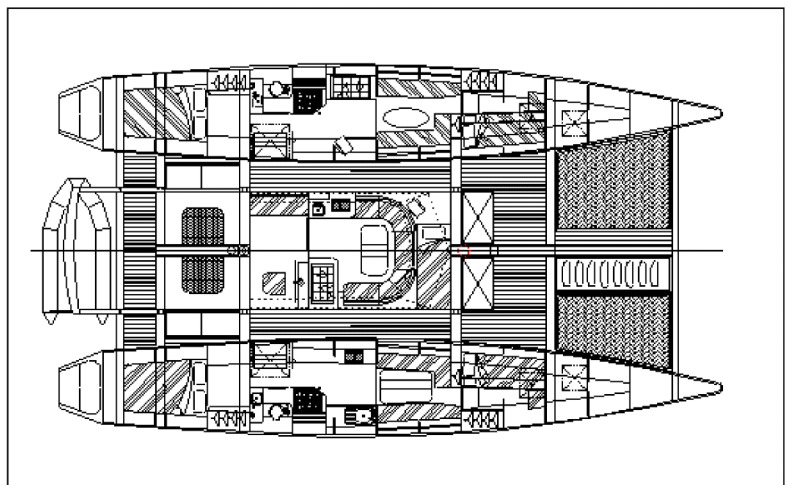
The rig as designed is a simple, low tech gaff wing sail ketch with lanyard shroud lashings, however the vessel is suitable for a variety of sloop or ketch rigs.

Accommodation for this vessel features 4 double cabins, located in each end of each hull. The starboard hull has an enormous galley and raised dinette in the mid section, while the port hull has a lounge space in this area. Each hull has a separate W.C. with separate shower compartment. The center pod features a large wrap around seating area and a pilot berth, with full size chart table and a small emergency galley, thus providing full facilities to the helmsman in heavy weather.

The Coral Cove 52 is a larger vessel for those who plan extensive world cruising, but is still very simple to construct. While it may be a long job, it will not be a hard one.

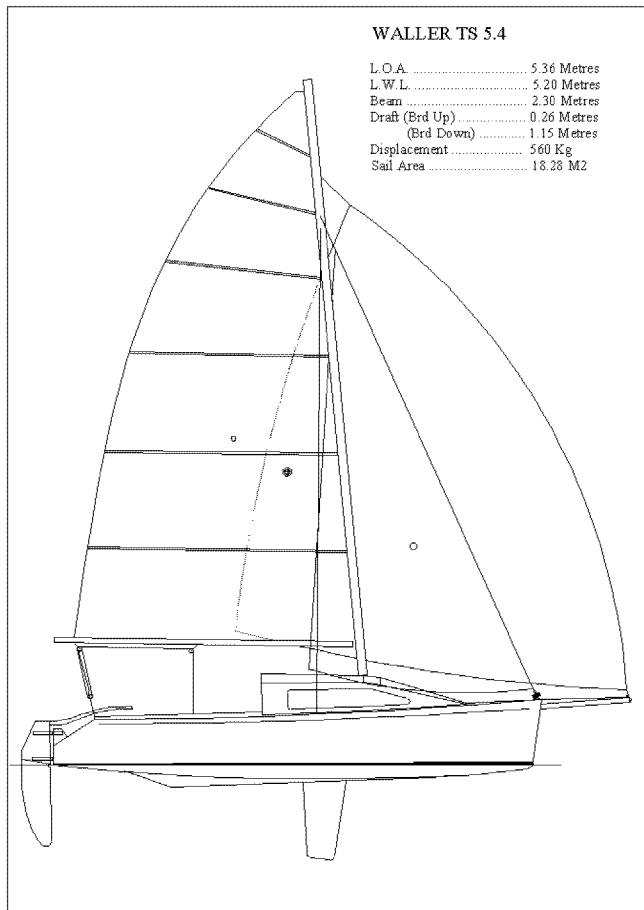
DESIGN DATA

L.O.A.	15.74 Metres
L.W.L.	13.58 Metres
Beam Overall	8.80 Metres
Hull	2.35 Metres
Draft Keels	0.95 Metres
C/B down	2.2 Metres
Displacement	9500 Kg
Load Max	5000 Kg
S.A.	109 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.

With minimal ballast, this yacht sails like an overgrown dingy. The boat relies heavily on hull form and crew weight for it's stability, , but with most of the ballast in the centreboard, she is remarkably stable.

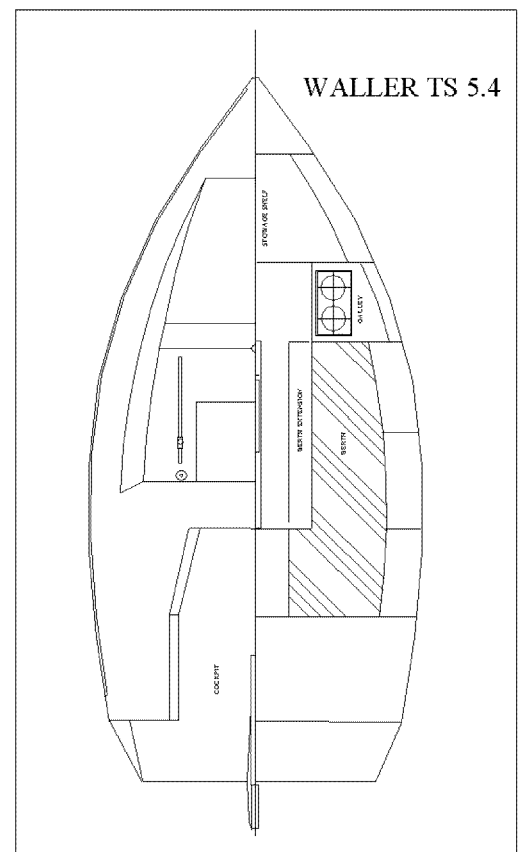
In her designed environment of sheltered and semi sheltered water, she is an ideal step up for small dingy sailors. For those who like a brisk sail the performance is first class.

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.

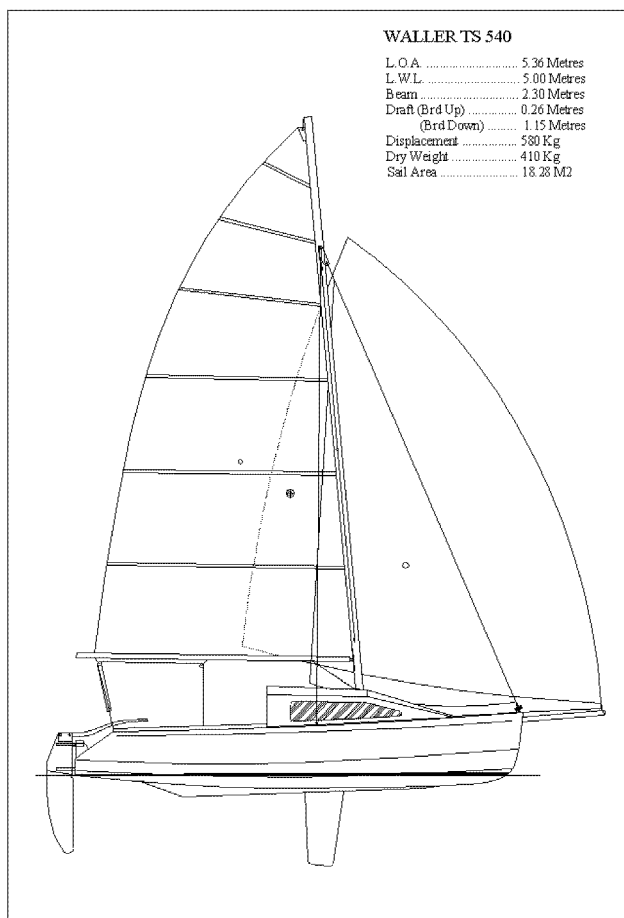
DESIGN DATA

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.

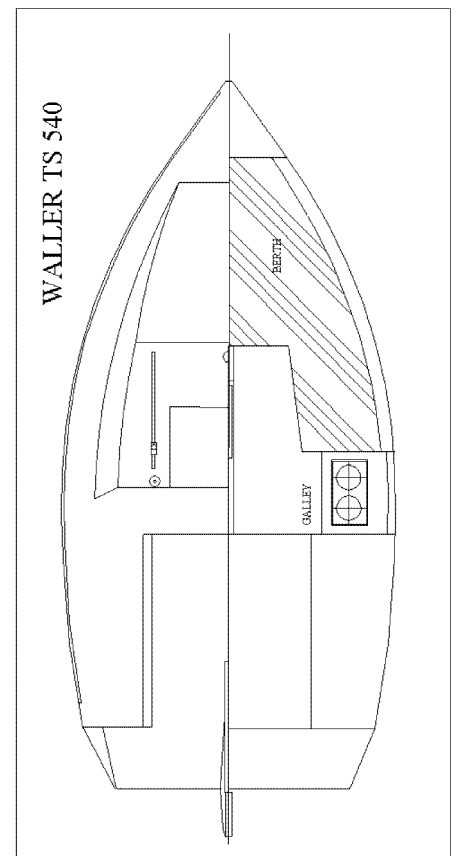
Fittings have been kept to a minimum utilizing 'off the shelf' items. All spars can be constructed from stock alloy sections. Plans allow for an asymmetrical kite flown from a bow pole, but an optional normal spinnaker can be set from a pole to the mast.

This boat is effectively an overgrown dingy, relying on hull form and crew weight for much of it's stability, but with the

addition of a ballasted centre board which adds considerably to the inherent stability of the design. In it's designed environment of sheltered water it is an ideal step up for dinghy sailors. Performance wise, this boat is comparable to it's close sibling, the TS 5.4, which has proved highly successful in racing.

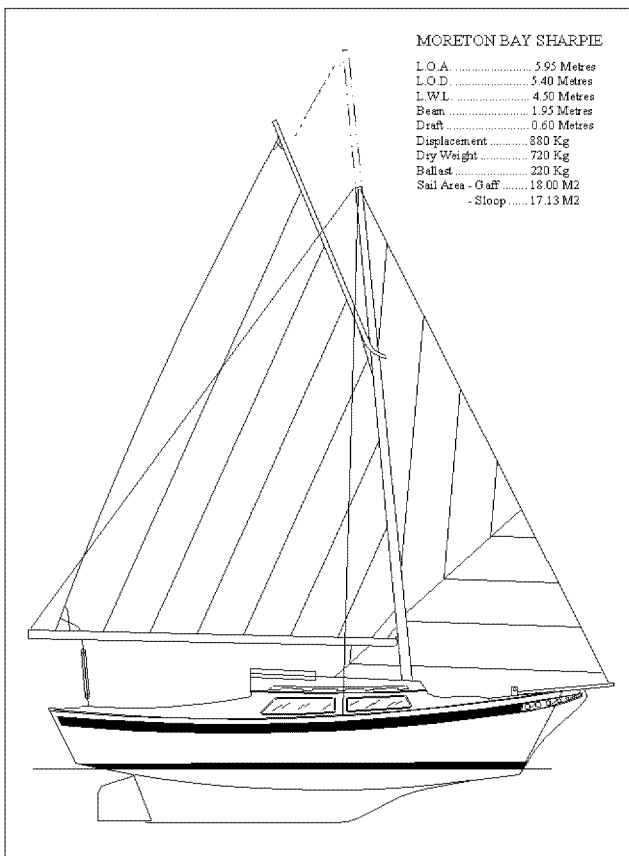
DESIGN DATA

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



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 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 traditionalist, 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.

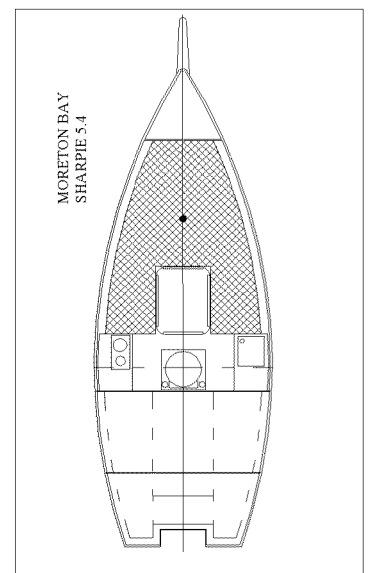
With a design displacement of 880Kg and a trailing weight of 720Kg, she will tow behind the average family car. With a depth of keel below the hull of only 400mm the boat is easily capable of being launched and retrieved from the trailer. It is worth noting that the trailing weight includes most of the

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.

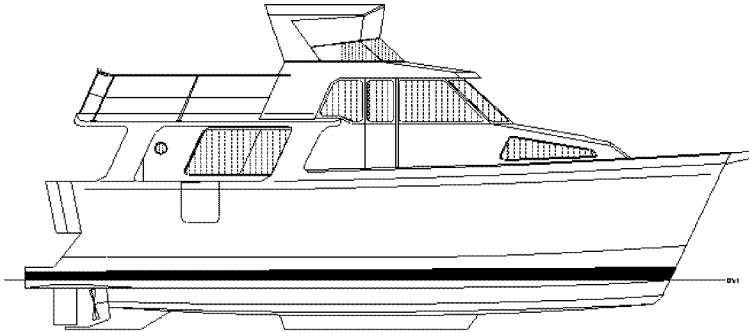
DESIGN DATA

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



WALLER PC1300 POWER CATAMARAN

PROFILE VIEW - STARBOARD SIDE



The Waller PC1300 Power Catamaran is intended as a comfortable and seaworthy ocean going power catamaran, suitable for living aboard for extended periods of time, or simply short term mucking about in boats with a few guests. The design style is that of a multi chine aluminium displacement catamaran. The multi chine allows easier construction, whilst the displacement hull form allows reasonable speeds with smaller engines and reasonable

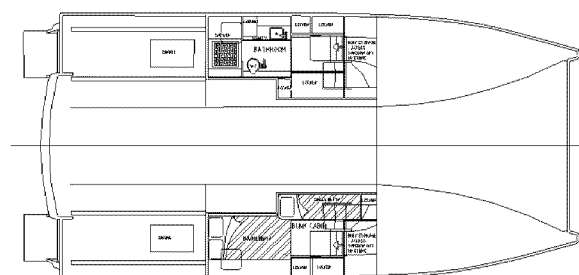
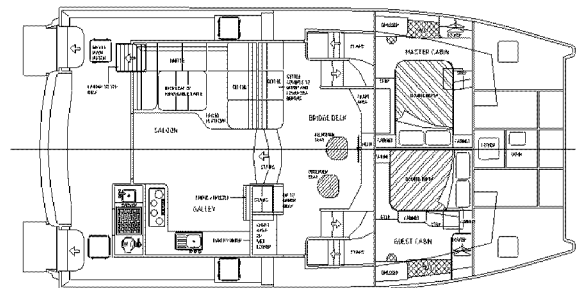
fuel costs.

The PC1300 is powered by maximum twin 230 hp marine diesels which will allow maximum speeds of around 23 - 25 knots, with comfortable cruising at 10 - 15 knots (dependent on conditions). Smaller engines can be used with reduced performance. (100 bhp = approx 15 knots max, 10 knots cruising)

The PC1300 is constructed from aluminium alloy throughout. Bulkheads and frames can be pre-cut using supplied DXF files for plasma or water jet cutting, whilst the remainder is straight forward stringers and plate. No great metal shaping skills are required by the builder, as the vessel is multi chine to allow the use of all flat panel construction, however construction is limited to amateur builders who have suitable skill in aluminium alloy welding, or have suitably skilled assistance. (a one week course in Mig / Tig welding at Taafe is usually not sufficient for a vessel of this size.)

The accommodation is laid out for comfortable living for two couples plus. The main cabin area features a huge dinette / lounge area plus galley, with a separate toilet / shower opening to the aft deck. Forward and up two steps is the raised bridge deck, with a separate pilot berth. From the bridge deck, companions lead down a few steps to large and spacious forward double cabins, one or both of which can contain queen size beds if desired. Above the main saloon and aft of the bridge deck is a sun deck.

Down aft to Port is the main bathroom area, with separate shower. To Starboard is a bunk cabin which can sleep up to three, or can be simply a double cabin, or an office or workroom. The vessel has a spacious aft deck for entertaining and walk around side decks.



DIMENSIONS

LOA	13.54 Metres
LOD	13.08 Metres
LWL	12.33 Metres
Beam	6.49 Metres
Draft	1.06 Metres
Displacement	10,000 Kg
Hull Beam/LWL ratio	11.6 : 1
Power	2 x 230 hp diesels (Max)

MIKE WALLER YACHT DESIGN**PLAN PRICE LIST**

<u>MULTIHULLS</u>	<u>FULL PLANS</u>	<u>STUDY PLANS</u>
WALLER TC 670 TRAILER CATAMARAN	\$390.00	\$30.00
WALLER 880 CATAMARAN	\$1470.00	\$30.00
WALLER 1100 Mk II CATAMARAN.	\$2300.00	\$30.00
WALLER 1480 CATAMARAN	\$4000.00	\$30.00
CORAL SEA 25 CATAMARAN	\$450.00	\$30.00
CORAL SEA 35 CATAMARAN	\$1100.00	\$30.00
CORAL COVE 31 CATAMARAN	\$1500.00	\$30.00
CORAL COVE 40 CATAMARAN	\$2500.00	\$30.00
CORAL COVE 52 CATAMARAN	\$3500.00	\$30.00
WALLER 1100 CATAMARAN	\$2300.00	\$30.00
WALLER TS 5.4 TRAILER-SAILER	\$310.00	\$30.00
WALLER TS 540 TRAILER-SAILER	\$310.00	\$30.00
MORETON BAY SHARPIE 5.4 METRE	\$305.00	\$30.00
PC1300 POWER CATAMARAN	\$3500.00	\$30.00

POSTAGE AND HANDLING All prices include postage and handling

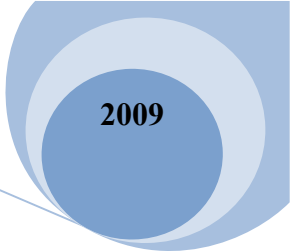
PLEASE ALLOW 2 WEEKS FOR DELIVERY OF FULL CONSTRUCTION PLANS

Study Plans are sent standard mail within Australia and International Airmail to outside Australia

Full Plans within Australia are send standard mail (delivery 2-3 days max to 99% of localities.)

Full plans to overseas clients are sent International Airmail (plan cost < \$1000.00) or Express Courier International (plan cost > \$1000.00)

PLANS MAY BE PURCHASE BY CREDIT CARD USING OUR ON LINE SECURE PAYPAL SYSTEM, OR OTHERWISE BY USING THE ATTACHED ORDER FORM. SEE OUR WEB SITE FOR MORE PURCHASING OPTIONS AND INFORMATION.



MIKE WALLER YACHT DESIGN

ORDER FORM

NAME	_____
ADDRESS	_____

Please supply to the above, plan sets as follows:

STUDY PLANS for the : _____

FULL PLANS for the : _____

I have enclosed the amount of \$ _____ (Australian Dollars)

Within Australia

Other Countries

- Bank Cheque
- Personal cheque
- Money / Postal Order
- Direct deposit
- Cash
- Western Union

- Bank Cheque (Aud.)
- Bank Cheque (USD, Sterling)
- International Money Order (Aud)
- Cash
- Western Union

Other

Note# for payments by Western Union, please provide:

Name of person actually sending the payment

Town / City and country from which payment was sent

Transaction Number

Please also attach a photocopy of the Western Union payment form.

It is agreed that amounts paid for full plans entitle the purchaser to build one boat only, and that copyright © in the said plans remain always with Mike Waller Yacht Design.

Signature of Purchaser

Please make sure you sign the form.

Conditions of Sale

All plans sold by Mike Waller Yacht Design are sold subject to the following conditions of sale:

- Plans are sold on an 'as is' basis.
- Plans are sold on the understanding that one vessel only shall be built from each set of plans purchased.
- Plans are sold on the understanding that any vessel built to these plans will be built in accordance with these plans.
- Neither Mike Waller (the designer) nor Mike Waller Yacht Design will accept responsibility for any vessel should the builder choose to vary that vessel from the plans in any significant way without written approval from the designer.
- The fee charged for full building plans includes backup to the extent of advice on the construction of the vessel as per plan, but does not include personal supervision during construction, nor additions or alterations to the plans as designed.
- The liability of Michael D Waller and Mike Waller Yacht Design is limited to the price paid for the plans.
- The cost of full building plans will be refunded in full upon return of said plans if they are found to be faulty or damaged, and arrangements cannot be made by Mike Waller Yacht Design to replace them, however refunds cannot be made simply because the purchaser changes his / her mind.
- The cost of study plans or study eplans is non refundable.
- The designer reserves the right to add to, alter the contents of, or withdraw from sale, any plan at any time.
- The designer reserves the right to decline any sale at any time.