



The Secret 22 Range

The original Secret 20 introduced 25 years ago set new standards for gaff rigged performance boats. As Classic Boat magazine put it “ . . . swapping tacks with a modern 25-footer and running neck and neck.” Just one of many appreciative reviews. Fast, nimble, beautifully balanced and tough enough for a blast down the coast, they are universally admired around the world. Yet for all the praise, sales never quite hit the heights they deserved. The complexity of the rig undoubtedly put off many, as did the rather cramped accommodation, the deep keel and a wonderfully long, fixed bowsprit but once afloat in a decent breeze, all compromises are forgotten as the sheer pleasure of Secret sailing kicks in.

The new version then was always going to be a hard act to follow, and I worked on many variations over a decade or more until now, finally, the Mark Two, or Secret 22 is ready to present to the world. Absolutely all issues have been addressed and the new boat is even faster, significantly more spacious below, much easier to rig and launch and that outrageous bowsprit can now be quickly stowed. The new version is a little bigger all round and sets more sail and once underway, all sheets and control lines lead to the helm. Safety is not ignored with full self-righting, multiple watertight compartments and marine air bags built in. For rigging and launching, a sliding panel enables the captain to walk right up to the mast. The all-important home comforts are there including toilet, sink, stove and a built-in ice box or mini chest fridge, which drains with the sink. There's lots of locker space including clip-on netting for sails or clothes, decent sized bunks and a cockpit for up to six. A generous fresh water tank doubles as water ballast and multiple vents, one dorade all-weather up forward and some solar powered, keep the interior comfortable under that well insulated cabin roof.

There's a retractable electric outboard, a generous energy-dense solar charged battery bank, full electronics and space for a compact portable generator, perfect for extended cruises. Full self-sufficiency is the aim. There's a spacious cockpit with

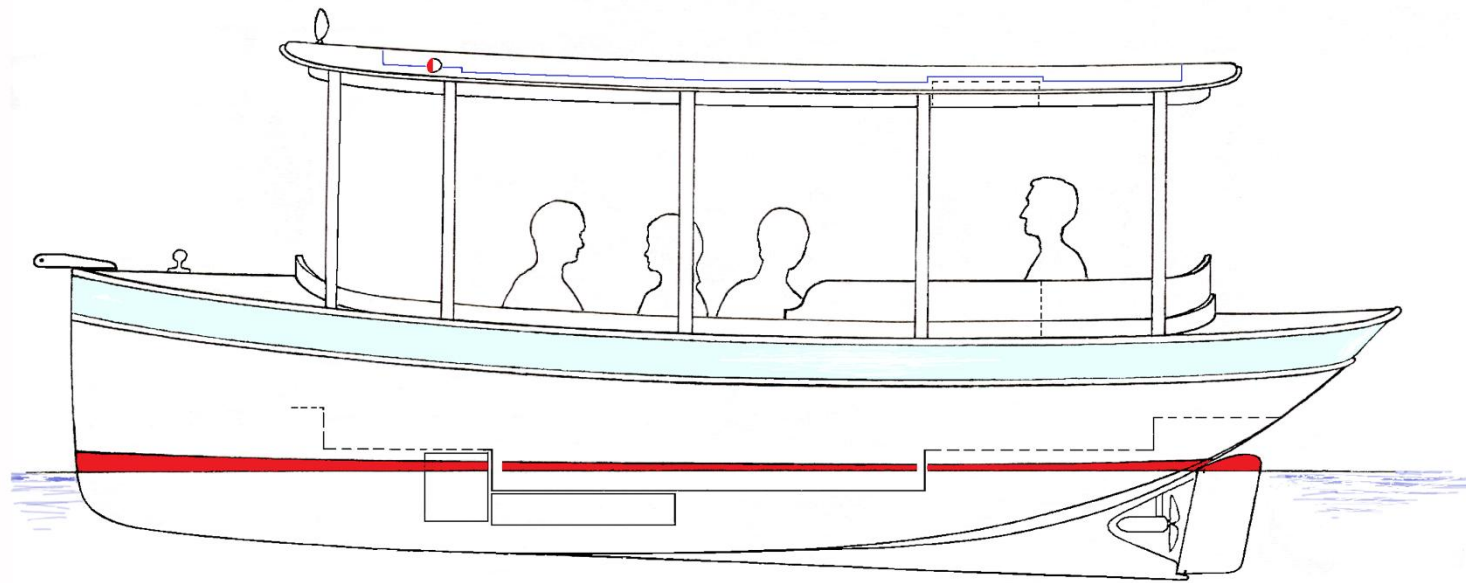
room for two more berths – under the stars or boom tent - more sail area, more ballast lower down and lots of innovative solutions. The list continues with carbon fibre mast and gaff, 3D printed mast hardware, a removable footrest for the inner boy-racer and an even bigger gennaker. The very best of new technology in a sports gaffer. Think of it as a marine Morgan sports car – all flowing Art Deco lines and sparkling high-end performance.

The original Secret 20, now with subtle yet effective upgrades, is soon to be back in production as kits in the USA. Now featuring much more efficient ballasting, a better build system, the retracting electric pod drive and upgraded rig, the original is still the one for the home builder and probably the gaff purist.

The new 22 S is designed with new generation glass fibre in mind, using the best of bio-resins and careful use of engineered cloth including basalt and carbon fibre. All the original Secret fittings – channels, traditional oval ports, highly figured polished timber trim – are retained and yet the hull weight, courtesy of modern technology, is kept as low as possible. With one eye on the markets, several alternative versions are planned from the same easily driven hull, a solar electric launch and a new kind of lugger, both illustrated, a ships boat, a liveaboard (just!) and an open workboat, but my heart is forever with the gaff-rigged Secrets and I don't mind which one!

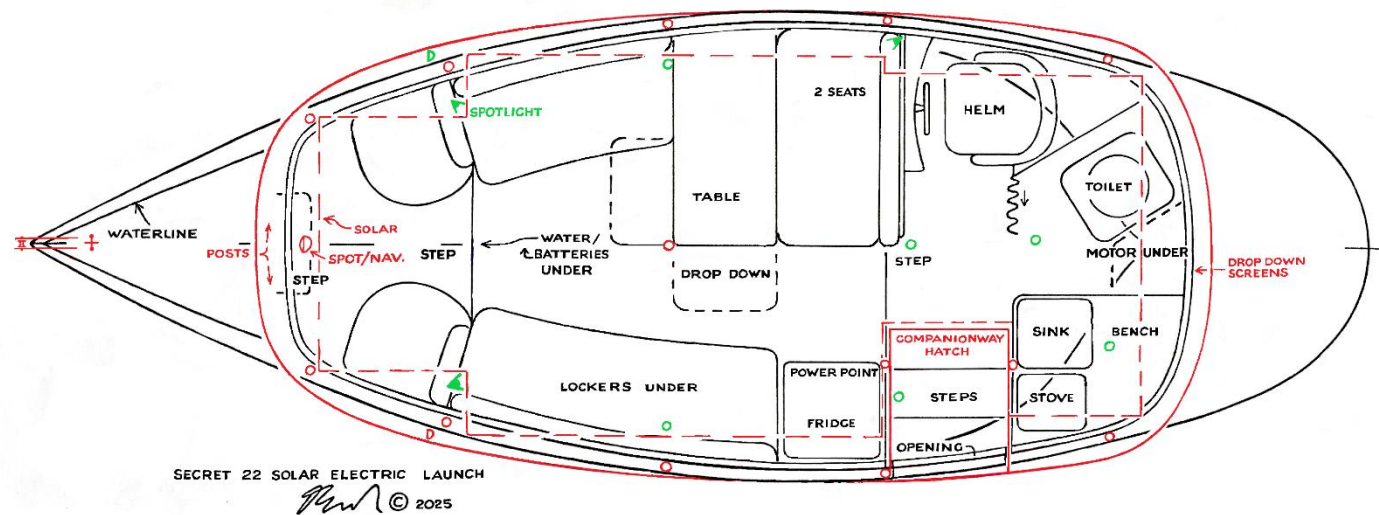
The solar electric launch - *a marine people mover*

This model is an 8 or 9 passenger trailerable electric boat for private parties, commercial ferrying and taxi use or as a marine mini bus. This boat, with nearly 2Kw of solar should never need shore charging unless you run it flat out in all weathers. Given stop/start operations and an easier hand on the throttle however, all day operation with no noise and no need to ever buy fuel is a realistic proposition. Batteries (and all mod cons) included.



Secret 22 *Feb* © '25

Secret 22 electric launch © Derek Ellard



Secret 22 electric launch © Derek Ellard

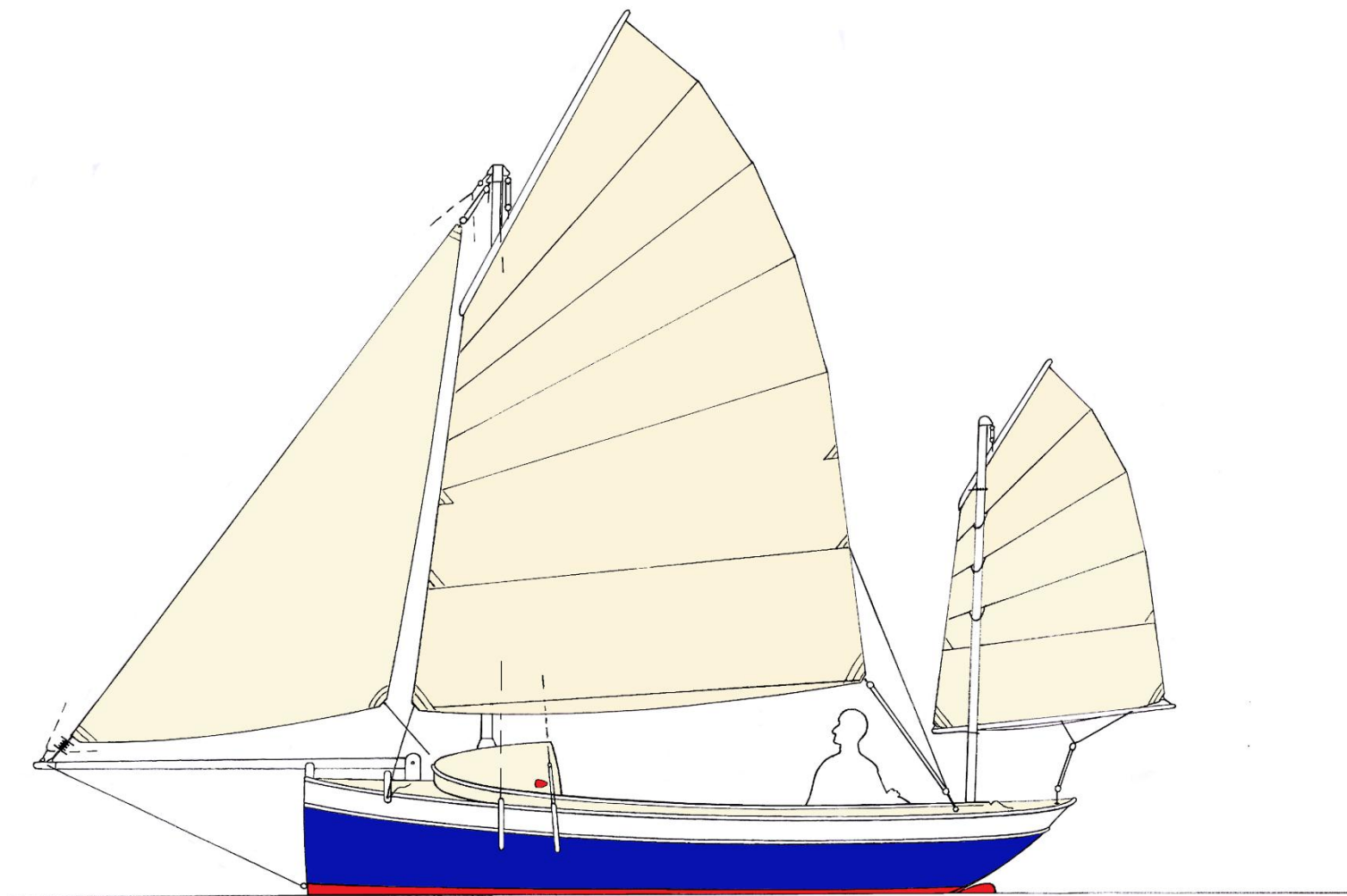
The Secret 22 luggers – *traders or travellers*

Every vessel I have ever designed has been conceived to fulfil multiple roles and the Secret 22 is no exception. The lugger is a new take on the traditional rig, a cross between a junk and lugger with elements of both. I've used the original rig on hundreds of my boats and the modern version of that ancient rig works beautifully and will still be available. The new hybrid version updates it still further with greater sail area and easier junk-type reefing.

The extreme, fully battened roach expands the sail area and the extra power is low down to reduce heeling and the stresses on the unstayed mast. The batten ties are set up to allow the sail to fill out away from the mast for greater lift and better speed particularly when sailing offwind. Two sheets are deployed, the forward one sheeted to windward on a transverse yoke, or using both sheets, somewhere in between, for the best set and maximum power.

The brailing line is deleted but the semi-junk sail can be dropped down quickly and safely if necessary. The rig follows the usual practice of setting each sail either side of the masts and obviously, the main especially is going to set much better one side than the other. It is easy enough to lower the sail and rehoist it on the other side of the mast, a job of 5 minutes max. The yawl will sail herself under jib and mizzen so it's easily done under way. However, if you were tacking up the busy Hudson River you would not bother, but on a long reach between Caribbean Islands it would certainly be worth it.

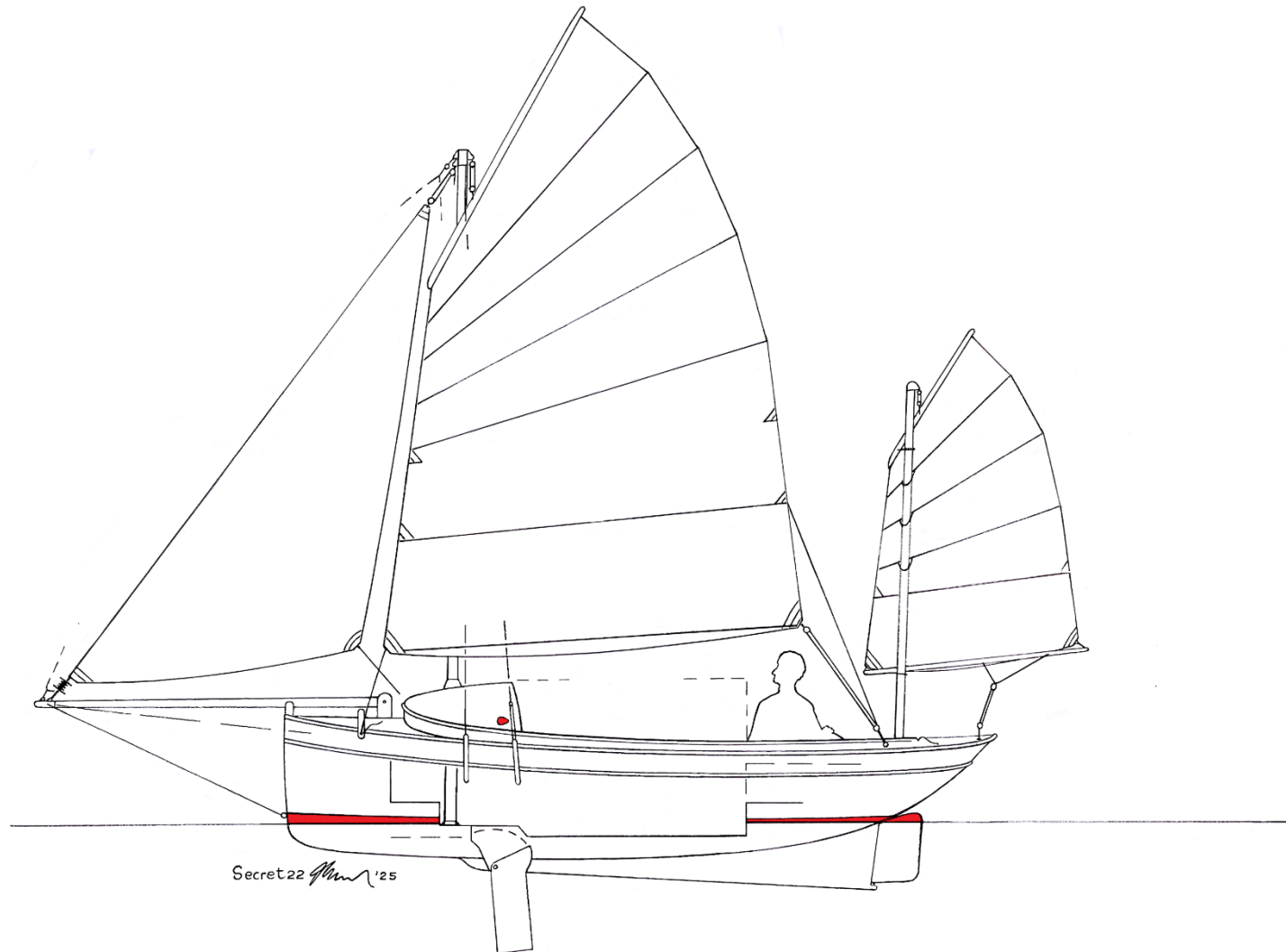
The boat as drawn is ready for last mile carbon-free deliveries or long distant supplies, under cover, to remote locations in semi-sheltered waterways. Call it a maritime pick-up truck *with no fuel bills and almost zero maintenance*. Alternatively, 8 or more passengers and their luggage can be carried swiftly and safely from Schooner to shore; a versatile rig, built in self-righting and multiple watertight compartments ensure that. The private owner is not neglected as the lugger, with the shallower keel fitted, makes for versatile adventuring, exploration, researching or simply having a great day out on the water.



Secret 22 *Ellard* '25

Secret 22 lugsail yawl © Derek Ellard

Go Sail Cargo email: info@gosailcargo.com



Secret 22 lugsail yawl © Derek Ellard

Specifications Secret 22 *Gaffer*

LOA 8.8 m 29ft

LOD 6.6m 22ft

Beam 2.3m

Draft 0.65m

Sail area 26m

Fixed ballast 220kg

Spars hollow timber or carbon fibre

Aux. minimum 3hp electric Solar 220w

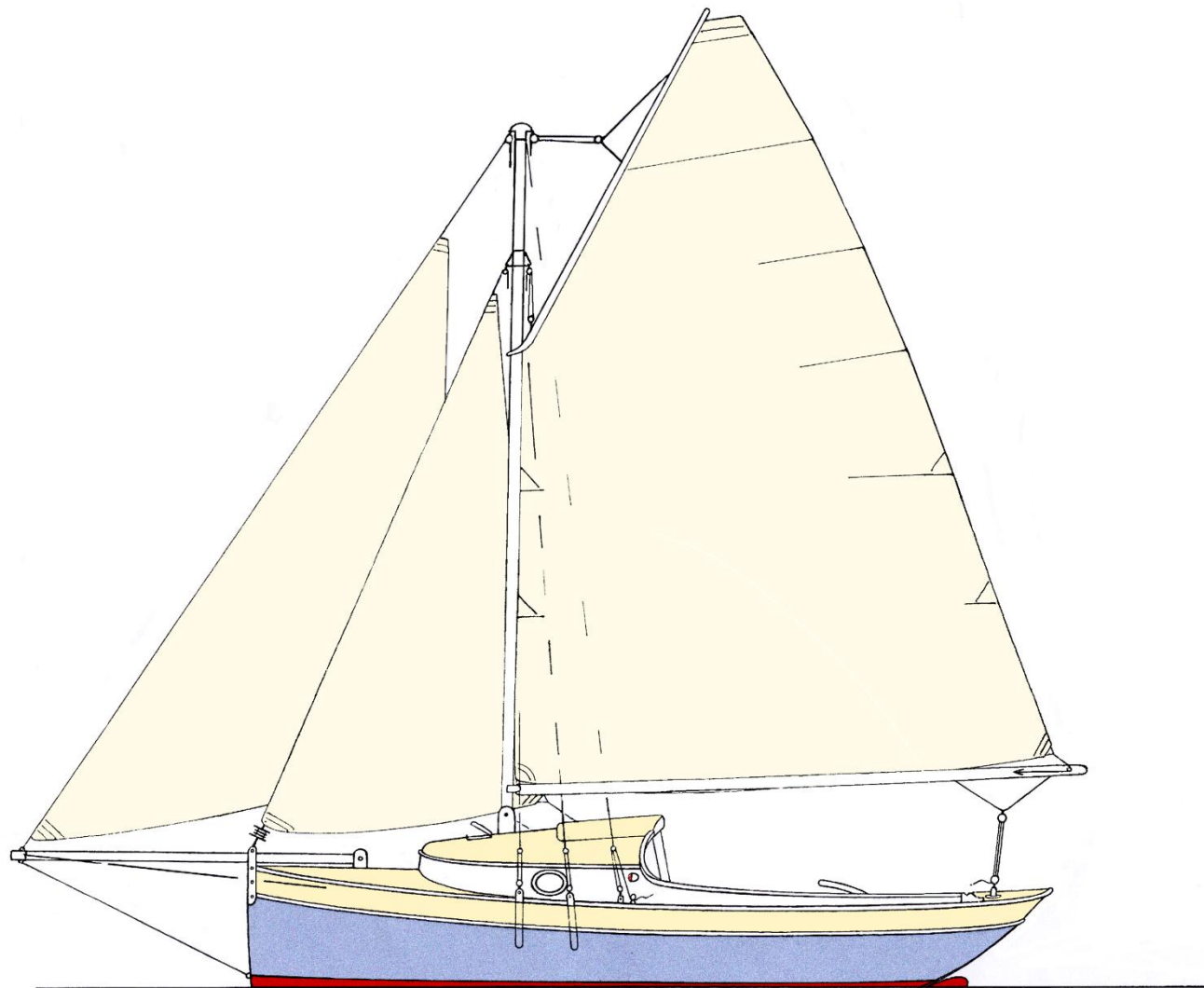
Berths 2+2

Dry weight minimum, 800kg

Lugger and ships boat specifications are broadly similar but with space for 1 tonne of cargo, 8 cubic metres of tropical fruits or 8 passengers.

Hull $\frac{3}{4}$ length fixed ballasted keel, full depth or shallow draft with or without centreboard, fantail stern, multiple watertight compartments, Fibreglass composite construction.

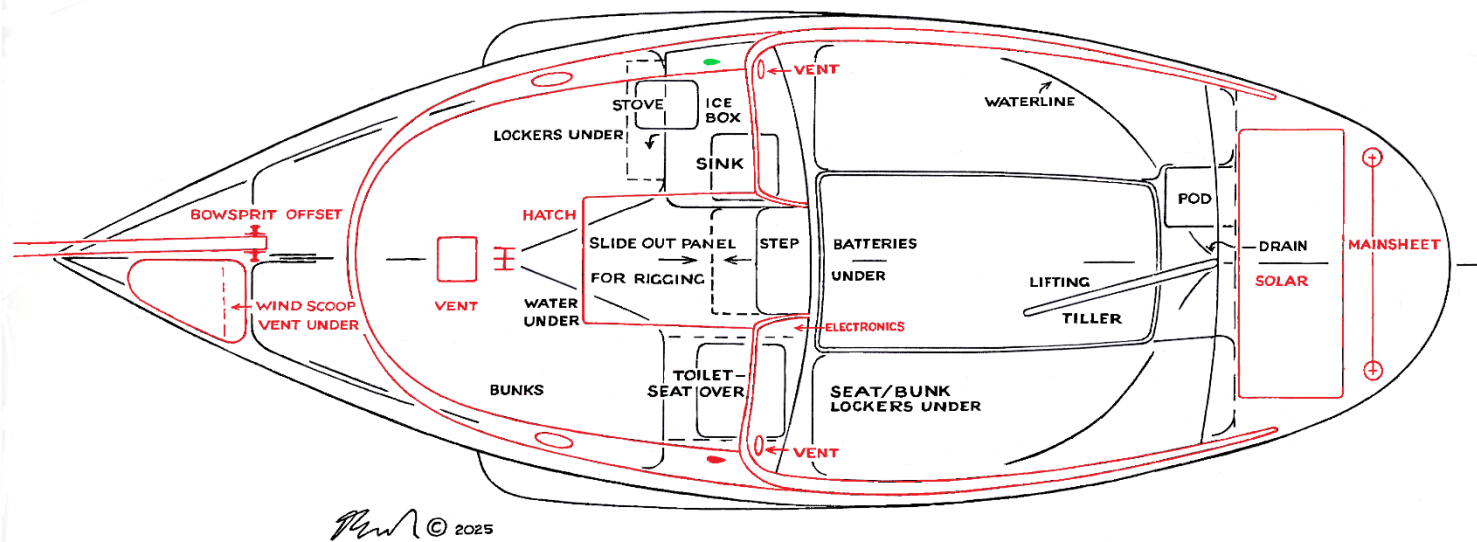
Accessories: retractable pod drive, water jet bow thruster, batteries, navigation and internal lighting, control/media/electronics power point, gennaker, storm jib, oval bronze ports, wind scoop and vents, beaching legs, toilet, stove, sink, freshwater/ballast tanks, boom tent, seat/bunk cushions and much more via a full custom design service.



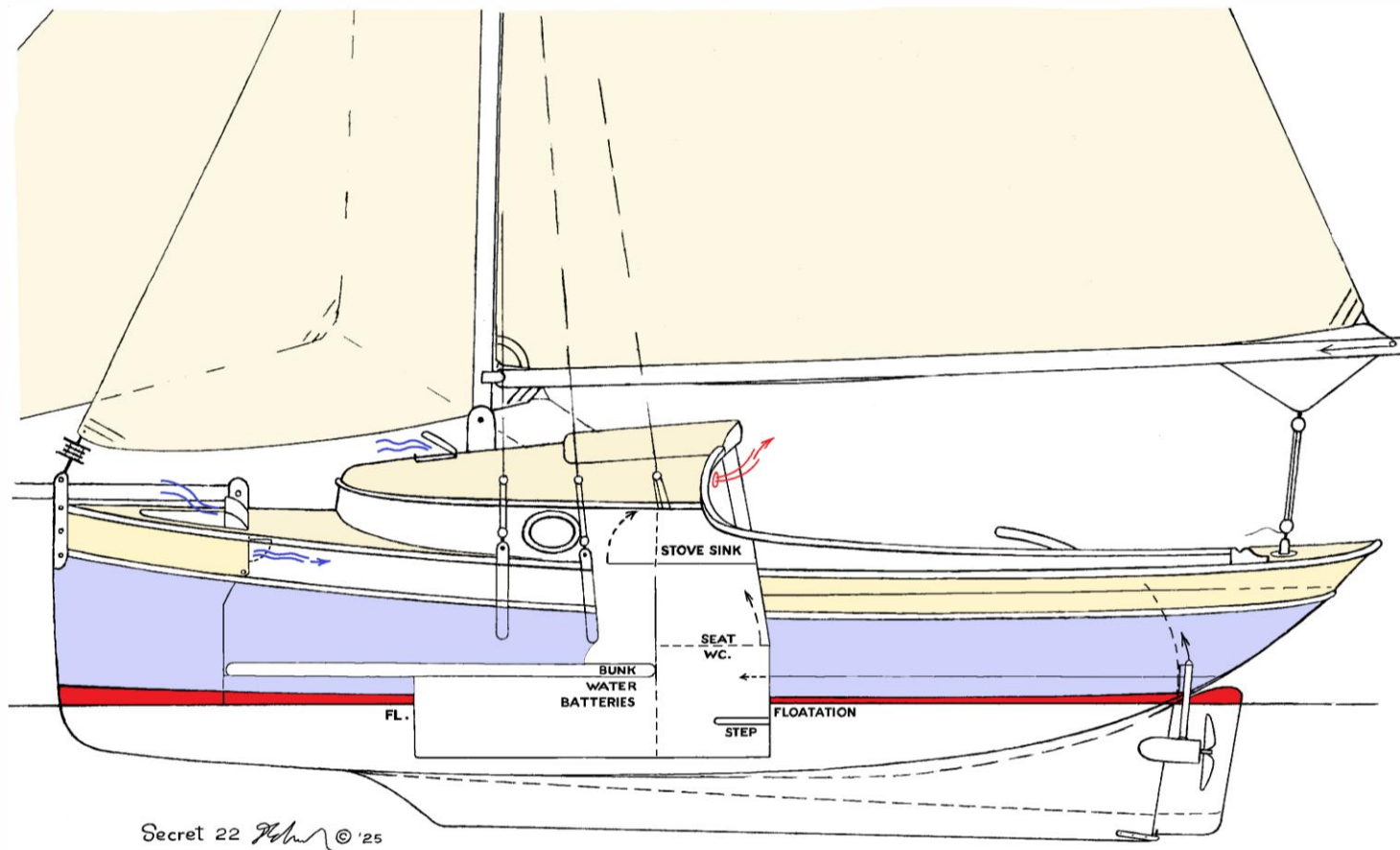
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Secret 22 gaff cutter © Derek Ellard

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