



The Stornaway from Go Sail Cargo – designer's notes and specifications

The Stornaway 30 is an upgraded version of the original 29 with some custom cargo and crew tweaks for a South American enquiry. Designed for multiple uses, the micro-cargo version is a marine equivalent of an electric van or 2.5 tonne light truck.

The hull lines and rig are essentially unchanged but there is a bit more sail area to reflect tropical operations and the entry is a little finer to enhance performance without compromising stability or seaworthiness. The model options remain unchanged with a gaff cutter, a solar electric ferry, a liveaboard and a ships whaler based on the same hull. The all-electric versions retain the inboard electric motor and feature a full solar clad canopy similar to the slightly longer secret 33.

www.electricferry.com.au

Hull building materials are a combination of strip planking and marine ply over a ballasted, laminated timber keel with an alternative shallower keel, with or without a centreboard. The whole is epoxy sheathed with carefully selected cloth. New generation Glass fibre versions are planned.

For the sailing versions, a new 8hp retractable electric pod replaces the previous inboard but that can be retained if preferred. Four new generation 120ah 24v batteries are under the cockpit sole, charged by a minimum of 420 watts solar. A separate house battery is specified.

All models will be fitted with multiple foam-filled watertight compartments to suit the intended use and conditions. 2 separate bilge pumps are specified.

Forward is a cabin with a single bunk, stove, sink and compact fridge under a small bench. Lots of undercover storage - easily accessible. For single handed operation a compact toilet can be fitted to reduce the aft cockpit area for more cargo space as per the original specifications.

The central cargo hold in this version is smaller and shown with two IBUs or full-size pallets for a maximum of 2,000 litres. A watertight cover with 4 solar panels is fitted over the central cargo hold. Extra, lighter cargos can be stored either side but that could compromise access to the cabin and foredeck so care would be needed. Port and starboard are two ballast tanks which are filled separately to enable windward tanks to assist stability on longer tacks. When emptied, they become part of the emergency floatation.

The toilet with a washbasin is moved aft to the larger cockpit opposite the seat/bunk and the whole is enclosed by a canvas structure which is easily removed and stowed. Part of the roof can be kept open for the mainsheet, and access to the cabin and cargo is via two zipped screens. Easily accessible ample storage is a feature of the spacious aft cockpit. Under the rear deck is access to the generator and retractable pod drive.

The upgraded lugsail yawl rig is retained for the simple reason that hundreds of my boats have used it for decades and everything works very well. Simple, versatile, effective and forgiving but don't underestimate the performance of the new 30 – she'll be fast *and* weatherly. The loose footed main can be brailed up – gathered to the mast – in seconds and that plus the roller furling jib equals safety in sudden squalls. And when you need it, a double reefed mizzen alone will enable her to hove to quietly for as long as you want. The boat will sail perfectly well under jib and mizzen alone. When unloading, the sail can be quickly detached from the yard and with some loading stays fitted, used to shift the cargo.

The new rig will feature a wide full-length sail batten along the foot of the mainsail to act as a semi boom to better hold the shape off wind and dispense with the main whisker pole. All control lines lead aft to the helm with many outside the

coamings to reduce clutter. The spars are hollow Sitka Spruce or carbon fibre to suit. Most of the rig fittings are custom made in stainless or 3D printed. Blocks and rigging are to owner's specifications.

As the designer, I try to pre-empt all scenarios and solve all challenges and so every boat will be customised to suit the operations envisaged. This one is to be sailed in southern Caribbean waters and would also be suited to some inter island routes in the Pacific and of course racing, hence the greater sail area and options including a huge gennaker. Boats destined for, say the Baltic will set a smaller main and possibly a slightly smaller foresail too.

Stornaway 30 Specifications

LOA: 11.5 metres LOD: 9.4 m LWL 8.3m Beam: 2.5m Draft: 0.9m (0.45)

Working sail area: tropics/racing 48 square meters plus gennaker and staysail

Berths: 2 Maximum cargo capacity: 2.5 tonnes in sheltered waters and calm conditions. Otherwise, 2 tonnes

Auxiliary: 8hp – 6Kw retractable electric or inboard to suit

Batteries: 4 X 120ah 24v new generation Lithium Phosphate but Sodium ion as soon as production allows plus house battery to suit

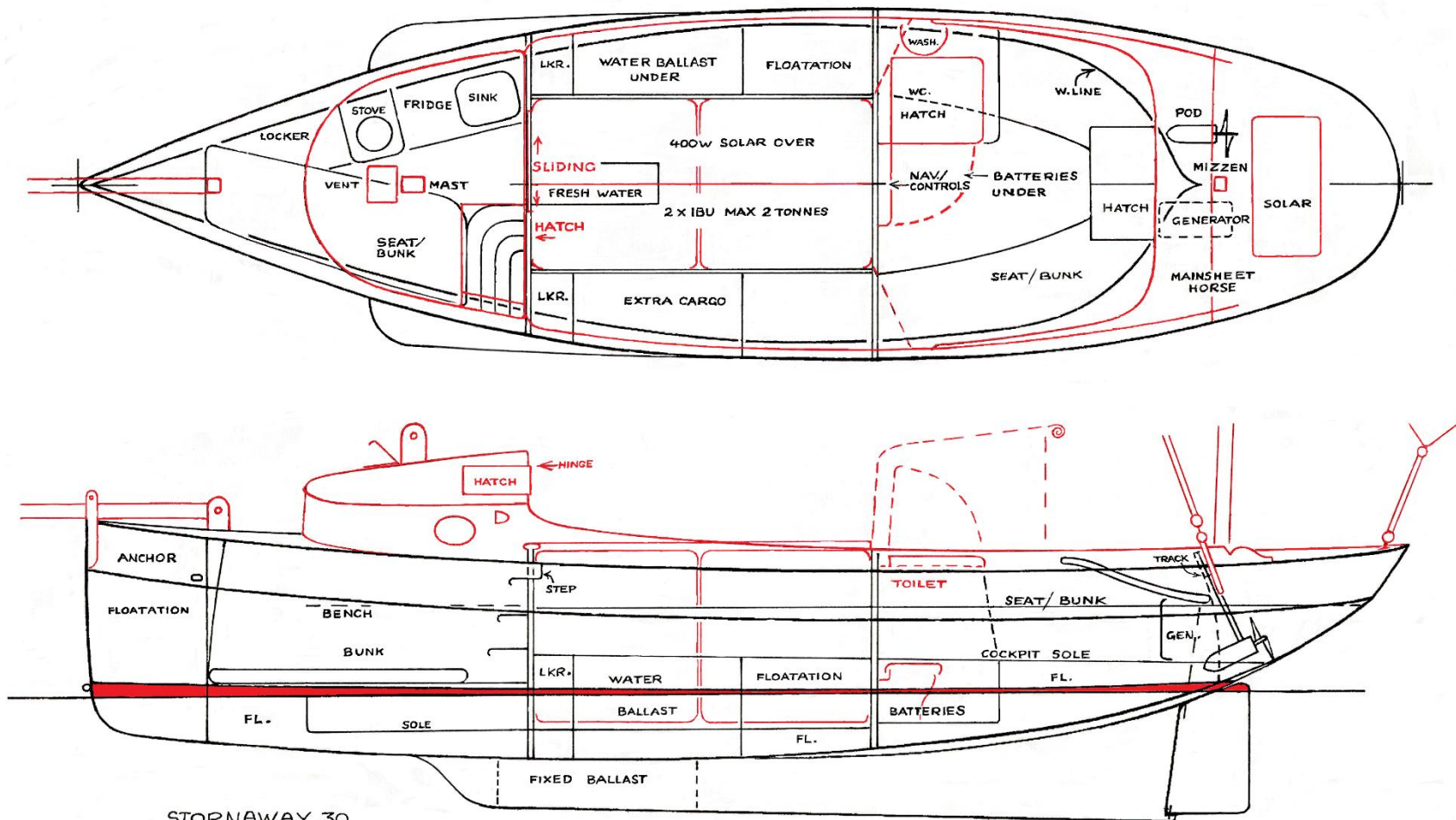
Solar: 420 watts minimum with 25% efficiency panels

Range: minimum at 50% throttle 8 hours with no solar input

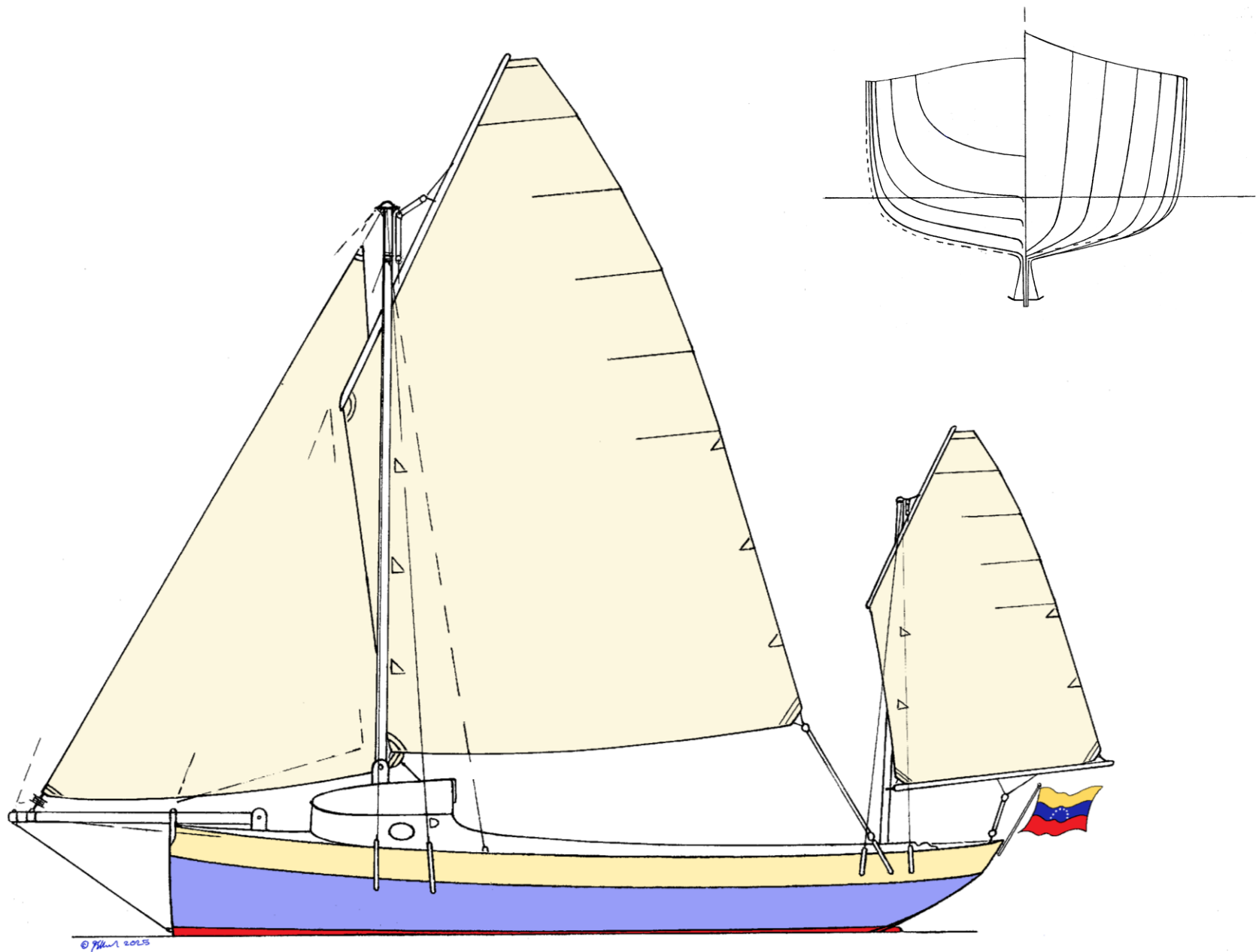
Theoretical top speed: 7 knots under sail

Extras: a comprehensive range of accessories are available by request

Contact: Derek Ellard info@gosailcargo.com



STORNAWAY 30
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Go Sail Cargo email: info@gosailcargo.com

The Secret 30 – a solar/electric version of the Stornaway 30

This model closely follows the specifications of the original Secret 33, just a little shorter, a bit simpler, a lot lighter and graced with a delicate fantail stern. Timeless elegance with the spirit of Art Deco and the best of modern technology.

The hull form is identical to the Stornaway 30 and is designed from the outset to be sailed at full speed with minimal power input, no slamming and little wake. Outright performance is enhanced to the point where maximum velocity is routinely achieved with no fuss and no noise but the wind, the water and the distant hum of the insulated electric motor.

Today's solar and battery systems enable the new Secret to operate without any shore charging at all. On the fixed canopy and rear deck are solar panels with up to 2.2Kw of sun power - that's 5 knots on solar alone. Manoeuvring is easy with a powerful water-jet thruster so you arrive in style and discreet stabilisers ensure no Champagne is spilled. An autonomous drive system can hold a steady course, keep the boat in place or auto dock. Whatever the weather, an emergency generator can be included for peace of mind. Drop down clear screens are fitted for all elements and fixed or opening windows can be installed to customer preference. Check out the accessories!

The boat is luxuriously fitted out with polished timber trim, mini galley, change room/toilet and comfortable seating for 12 plus 2 crew. The Secret 30's design is developed to tough commercial specifications with custom interiors to suit a variety of roles, weddings, parties, eco-tours, research or just a quiet meditation on the river – all powered by nature's free fuel. The future is clear, clean and stylish - Secret stylish.

Specifications and accessories Secret 30 zero emission launch

Designer Derek Ellard

Length on deck: 9.2 metres 30.2 feet Beam: 2.5m 8.3ft Draft loaded: 0.7m Construction: Timber/composite/marine ply/epoxy sheathed, Fibreglass (future planned) TBA

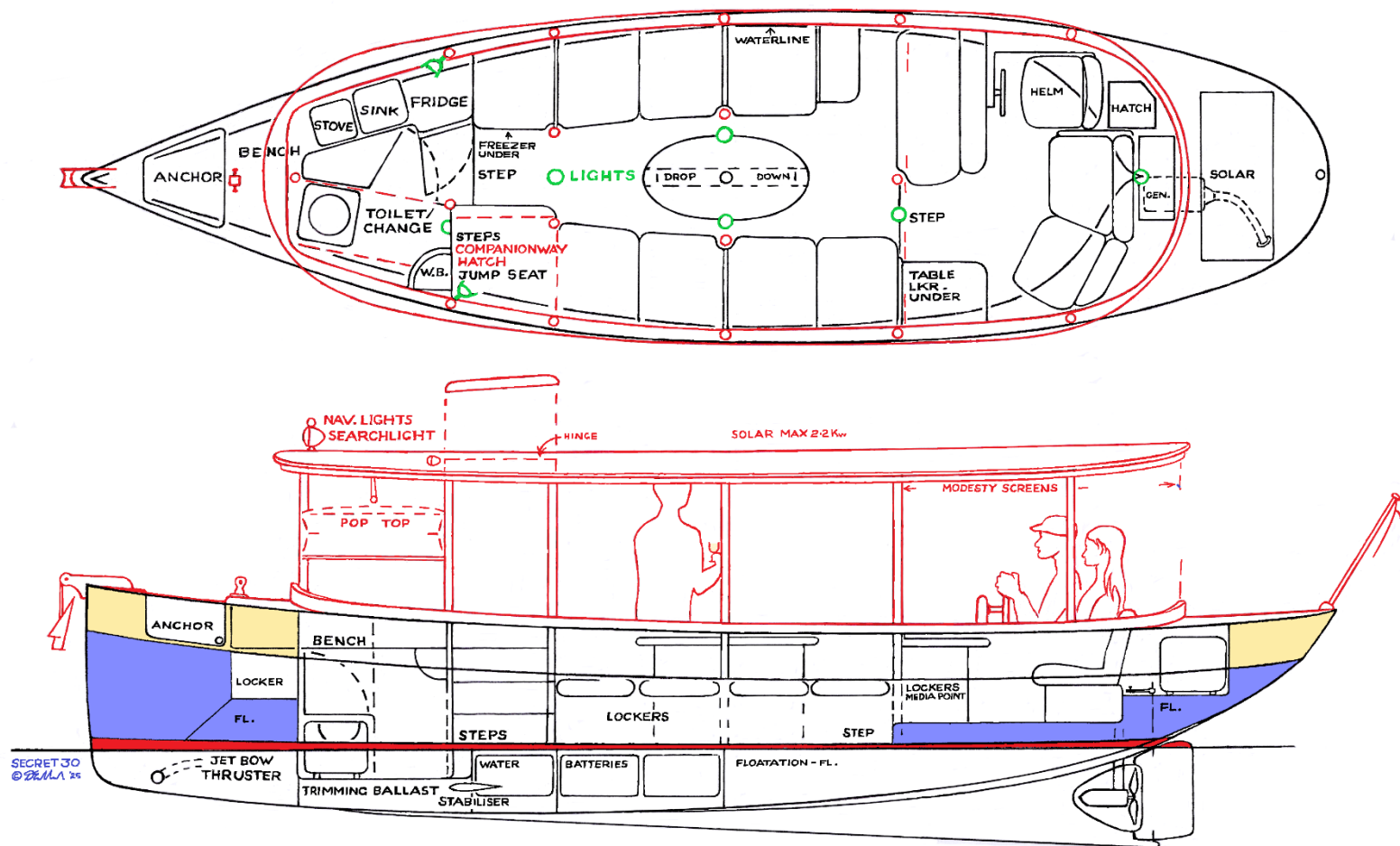
Pitch control: aft, fixed Floation compartments: foam filled Trimming ballast: Epoxy bedded to suit Canopy: Foam core, glassed

Headroom: 2.1m, helm 1.95m, Galley 2.3m Air (bridge clearance) draft: 2.4m Motor: 8 – 12 hp electric pod Bow thruster: water jet Solar array: 2.2 Kw

Batteries: 4x120ah 24v lithium-ion phosphate or sodium ion + house batteries Seating: 12 plus 2 crew Navigation, electrics, lighting: custom fitted Dry weight: estimated 2.2 – 2.4 tonnes Road trailer: custom to specs.

Accessories:

*Honda EU22i emergency generator *Full safety equipment *Anchor, chain, fenders fairleads *Autonomous drive/positioning system *larger battery bank *Stabilisers *plumbed in toilet and holding tank *pop-top closet/change room roof *Companionway hatch for easier entry *Comprehensive galley fit-out *Freezer *95 litre freshwater tank *drop down clear side screens *Aft modesty drapes and screen *Custom drop-leaf table *Media centre *Flagpole *Jump seat *Custom carpet, decking, polished timber trim *Complete bespoke interior design service and full details on all model variations www.gosailcargo.com



Secret 30 solar electric © Derek Ellard