

Kingston's Miserly 770 Diesel Cruiser

An extremely well-built, 4 berth cruiser with amazingly economical running costs - very much a cruiser for today!

Original Story/Pics by Peter Webster

Introduction

It weighs 3.25 tonnes, steams steady at 8.25 knots and uses less fuel in an hour of easy cruising than most of us use moving the family car from the back of the petrol queue to the petrol bowser.

For Sydney boatbuilders, Russell Walker and Peter Jaffray, the Kingston 770 represents a massive investment of nearly 8,000 man hours, but as the petrol queues grow longer, their investment in time and money grows more secure.

Following their success with the smaller Kingston 5.80 metre cruiser, the larger model was a natural extension of their business. It was a courageous move, nonetheless, but one that has left them firmly in command of this particular (and extremely important) section of the marketplace. Without a doubt, the Kingston 770 is a most appropriate cruiser considering the variety of economic and sociological changes, that have occurred to the

power boat owner in recent years.

Design

The Kingston 770 is a big lump of a cruiser. Actually, it is the biggest 25' boat this writer has ever seen, of either power or sail! From a distance, it looks a good 28/29 footer, but far from shrinking in size as it gets nearer, it seems to get bigger! The high woodedness of the Kingston 770 has much to do with the illusion. It is as tall as most cruisers of up to 35 feet LOA, and it has nearly the same beam. The basic dimensions are impressive, to say the least.

The length overall is 7.7 metres (25') the beam is a solid 3.1 metres (10') with a draft of 0.85 metres (33") and it weighs in at a very solid 3.25 tonnes. But these bald statistics do not tell the whole story.

Apart from carrying 275 litres (60 gal) of fuel in her specially fabricated stainless steel tank, the Kingston also has a 275 litre water capacity, plus a substantial 59.6 kW (80hp) Ford diesel mounted amidships, not to mention incidentals such as hot and cold pressure water systems, 6'2" of headroom below (yes, below!) and enough room in the forward cabin for four pullman-style (upper and lower) berths instead of the two huge single berths should it be required.

Back in the main saloon, the Kingston has enough room for formal entertaining, with an effective lounge area of nearly 50 sq.ft. Everything about the Kingston 770 is BIG except its thirst for fuel, and for once, that is measured in cc's, instead of litres or gallons.

As far as basic layout is concerned, the 770 breaks little new ground. However, this is by no means a criticism, as Walker and Jaffray's decision to take the middle ground as far as layout is concerned, will undoubtedly be reflected in buoyant sales for this fine cruiser throughout Australia.

There is little about its design to annoy or offend, and a great deal to recommend.

In the lower cabin area, two bunks — both 7' long by a full, 2'8" wide (average 2'2" at the narrowest point) provide really comfortable sleeping accommodation for very big people — and that's a welcome change.

Right: Despite the chunky lines we think the Kingston is quite handsome. Inset Left: The cockpit is wider than it is long.

Inset Right: Access to all sides of the Ford diesel is outstanding — a boon to the boat owner attending to his own maintenance.



**ABM
RETRO
BOAT TEST:**
Unchanged, as first published, written and photographed by Peter Webster in April 1980