



Boat Test #138, October 1979

Randell 32

Powerful New Contender From W.A.

Testing a sportscruiser like the new Randell 32 is a bit like leaping into a turbo Porsche and screeching off around the block to try and get the feel of a 260 k/ph motor vehicle in a built-up suburban side street!

Yes, the Randell 32 is very much in that league. It is a high performance, light displacement deep-vee cruiser that handles like a spirited 6.5m runabout; with the right power, it will easily dust off one of Sydney's very fast hydrofoils on the run from Circular Quay to Manly. For a big cruiser, this is a very high level of performance indeed.

Moulded in Perth, Western Australia, by Precision Marine to a design of well-known W.A. naval architect Len Randell, the test was arranged in conjunction with East Coast agent Bill Buckle.

Buckle and his very competent offsider, Don Mills turned on a super day for the test, with a nice lumpy sea running offshore from Dee Why's Long Reef for the first session.

Later, we were able to rejoin Bill for a special run in the more placid waters of Sydney Harbour.

Despite its offshore pedigree, the fact remains that the majority of these craft will be used around the harbour, anchored up quietly off Reef Beach . . . a lovely thought.

Design

The Randell 32 has a length of 9.78m (32') with a maximum beam of 3.43m (11'3"). It has a working draft of 1.0m, without propellers or propeller shafting arrangements, and draws a maximum of 0.5m with the sterndrive legs down.

It is a rakish looking sportscruiser with a lean and hungry look about it. We found the styling contemporary and not at all unattractive. It is probably the nearest craft in Australia to approach the styling charisma of the world famous Riva and Levi designs from Italy, and as such, is a bold move by architect Len Randell.

Randell's talented pen didn't hesitate about the internal layout either. He has come up with one of the best layouts I've seen on a cruiser of this size and type — even taking into account craft as much as 2-3 metres longer.

Randell had the courage to develop an open plan layout in the saloon and lower deck area, with the result that the Randell 32 is one of the more pleasant cruisers to live aboard we have seen.

The layout has a dinette (to starboard) in the saloon, with the galley, sink, icebox and stove to port, behind the lower helmsman position.

Down two steps into the forward cabin area, still with full headroom, the bathroom is located to port, followed by a locker (that is actually big enough to take wet weather gear) with the

forward stateroom located in the forepeak.

Opposite the bathroom, the Randell has a pullman-style settee berth (where the back folds up to create an upper berth) which would be just the place to curl up with a good book on a lazy afternoon at the marina.

There is comfortable accommodation below decks for four people, but folding down the dinette in the saloon boosts the total accommodation to six people.

Externally, the 32 had a big aft cockpit, self-draining, with a number of lift-off hatches giving good access below deck to the fuel valves, tank inspection ports, and of course, the engines.

The design of the flybridge is restricted to three adults. There are a number of reasons for this, not the least of which is the designer's well reasoned recognition of the fact that this craft will be used offshore in fairly heavy conditions, and by restricting the crew aloft to a maximum of three adults, he ensured that the flybridge was not overloaded with too many people, creating a potentially

**TBM
RETRO
BOAT TEST:
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1979**