GOOD OLD BOAT™

presents

Boat Reviews

31 - 36 footers

Sailboats to take you anywhere

Starting with the Alberg 35 and ending with the Westsail 32, there are 33 wonderful review boats in this collection.

All articles were published in *Good Old Boat* magazine between March 2000 and November 2013.

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Boat Reviews

Thank you for purchasing the 31- to 36-foot edition of *Review Boats*.

Sailboats to take you anywhere

In this collection of 31- through 36-foot review boats, we stretch the boundaries. There are some you've never heard of (much less seen out there on the water), at least one that has more than one mast, and several that have an extra hull. What they all have in common is that they're beautiful inside and out. If one doesn't strike your fancy, turn the page. The beauty queen that will appeal to you may be the flip of a page away.

Starting with the Alberg 35 and ending with the Westsail 32, there are 33 wonderful review boats in this collection. Most of these boats make comfortable family coastal cruisers. Many on this list race regularly in club events. Just about all of them will cross oceans. Well-kept examples of many of these boats have crossed oceans in style carrying couples and small families to distant shores. They can do the same for you.

While these boats are roomy and comfortable, they're not a handful in close quarters as some of today's larger world cruisers can be. They remain maneuverable when docking and speaking of docking, they won't cost you an arm and a leg when the harbormaster asks for the length overall and while reaching for a calculator.

If you own one of these beauties, count yourself lucky indeed. If you're still dreaming, pay attention to the prices listed here. Many are very affordable particularly if they need a bit of work. (Don't worry. *Good Old Boat* magazine is here to help you with that part.) So climb up on their decks and step down into their cabins and let your dreams take flight.

Over the years, we've enjoyed editing and publishing these articles and being part of the dialogue that followed. We hope you'll enjoy reading these articles as much as we've enjoyed reviewing the boats for you.

The *Good Old Boat* crew

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Alberg 35

An oldie but goodie CCA'er from Pearson Yachts

by Gregg Nestor

Tom Alley's 1965 Alberg 35, *Tomfoolery*, demonstrates that, even at 40-something, she is sweet on the eye and has a sweet way with the water, just the way Carl Alberg designed her, left. Like most of the old Pearsons, the Alberg 35 has an afterdeck with a lazarette and teak coamings as backrests. Note the tiller head behind the wheel; fitting an emergency tiller will take some ingenuity, far right.

The Alberg 35 is but one of several classic cruising yachts designed by Swedish-born Carl Alberg and built in Rhode Island by Pearson Yachts. Introduced in 1961, it was a fixture in the Pearson line until 1967, and during this six-year period, approximately 280 Alberg 35s were built. From the standpoints of both sales and performance, the Alberg 35 was a very successful production yacht.

Although a bit long in the tooth today, the Alberg 35 continues to deliver sailing pleasure and adventure while showcasing Carl Alberg's legacy of well-designed, good-looking cruising boats that are both exciting and safe to sail.

Design

All Alberg-designed boats have distinctive lines and shared characteristics. The Alberg 35 is no exception to this seaworthy Scandinavian influence and has all the hallmarks of Alberg's style: a somewhat flat yet slightly springy sheer, spoon bow, long balanced overhangs, rounded cabin trunk, slightly raised doghouse, winch pedestals, and wooden cockpit coamings.

Alberg designed the 35 to suit measurement under the Cruising Club of America (CCA) Rule and it represented the state-of-the-art racer/cruiser for 1961. By today's standards, the beam is a bit narrow at 9 feet 8 inches, and the waterline, at 24 feet, is a tad short. These proportions are good for gliding along in light air, in spite of the boat's somewhat squat rig. Add a breeze, and the long overhangs help extend the waterline length when the boat heels.

The boat's underbody is a cutaway full keel, drawing 5 feet 2 inches, with an attached rudder. Its displacement of 13,000 pounds, 5,300 pounds of that in the form of encapsulated lead ballast, gives the Alberg 35 the seakindly motion expected in a boat with a solid

comfort ratio of 34.6. (***Note:*** *Designer Ted Brewer devised the comfort ratio. It's based on displacement, waterline area, and beam.* ***–Eds.****).* The higher the comfort ratio (CR), the more comfortable the ride. Most ocean cruisers generally exhibit a CR in the 30s. For comparison, a Niagara 35 has a CR of 28.7. For a C&C Landfall 35, it's 30.8; and for a Bristol 35.5, it's 32.2.

Construction

Both the hull and deck of the Alberg 35 are fiberglass. While the hull is a heavy uncored hand-laid laminate that is greater than 1-inch thick below the waterline, the deck is a sandwich of two layers of fiberglass with a core of balsa.

Balsa is extremely light and has physical properties that make it well suited for sandwich construction techniques that create rigid, but light, structures. It also insulates against heat, cold, and sound. Unfortunately, the balsa used in many early fiberglass production boats was not end-grain cut, but edge-grain cut. Edge-grain balsa has less compression strength than end-grain balsa and permits water to migrate through the laminate. Beginning around 1963, Everett Pearson, who founded Pearson Yachts, pioneered the use of end-grain balsa as a coring material. However, constant flexing of cored decks can, over time, cause a break in the bond between the fiberglass skins and the balsa core. Water penetrating the voids that result can turn the core into pulp.

If the deck feels mushy beneath your feet or gives off a dull thud when struck with a mallet, it's a good bet the deck is at least partially delaminated. While small areas of deck sponginess can be corrected, extensive delamination is reason enough to reject the boat.

The underbody of the Alberg 35 has a cutaway full keel. Its 5,300 pounds of ballast, cast in one piece, was lowered into the hollow fiberglass keel cavity of the one-piece hull molding, then glassed over. This encapsulated ballast eliminates concern over corroded keel bolts — there aren't any. However, some boats have a void between the bottom and sides of the lead casting and the fiberglass shell. This makes the fiberglass shell vulnerable to damage from groundings. Should a surveyor find that this condition exists, it can be corrected by filling the void with resin.

The rudder is tiller-operated (wheel steering was an option) and attached to the keel on a raked rudder post. The rudder itself is wood and the post a heavy bronze rod. While the design is dated, this form of construction is sound and can be easily inspected, maintained and, best of all, upgraded.

Deck features

Apart from port and starboard mooring cleats and a deck pipe leading to the chain locker, the foredeck is free of clutter, making it a good working platform from which to deploy or retrieve an anchor or make headsail changes. Located on top of the rounded cabin trunk, the teak-covered forward hatch provides ventilation for the forward cabin, aided by a pair of bronze-framed opening ports. Two cowl vents mounted on Dorade boxes just aft of the mast, together with another pair of opening ports, afford ventilation and light to the head. The slightly raised doghouse outwardly denotes the main cabin, which is naturally illuminated by four fixed portlights.

Wide sidedecks, outboard shrouds, and four sections of teak handrail along the coachroof make fore-and-aft movement on deck easy and relatively secure.

The cockpit is long and large, and while it provides plenty of room for daysailing and entertaining, its size is a concern for any serious offshore work. The cockpit is self-draining and its bona fide bridge deck will help prevent water from spilling into the cabin should a wave fill the cockpit. The teak cockpit coamings are relatively high and provide reasonable, but less-than-comfortable, back support.

The standard tiller is long and takes up a lot of cockpit space. Pedestal wheel steering was available from the builder and many boats have been fitted with this option.

For storage, the cockpit has large seat lockers port and starboard, as

Good old test boat, *Tomfoolery*, has the "traditional" arrangement, in which the compact galley is laid out either side of the companionway, above left. In the saloon, settees facing each other across the dining table make good sea berths, above right. With the table stowed, access forward to the head and stateroom is much improved, below.

well as a true lazarette beneath a hatch located just aft of the mainsheet traveler. These stowage areas share three undesirable characteristics: inadequate watertightness, poor closures, and drains that lead directly into the bilge. All of these conditions should be addressed before heading out for serious bluewater sailing.

Belowdecks

Just aft of the chain locker is a large forward cabin with a V-berth, hanging locker, and bureau. Beneath the berth are four drawers; outboard and above it are fiddled shelves. Because of the lack of an insert and the arrangement of the V-berth, the cabin has adequate floor space under standing headroom to permit normal activities like changing clothes and rummaging through lockers.

Aft of the forward cabin is the head compartment. It spans the full width of the boat, which provides a fair amount of usable space and maneuvering room. The head and a linen locker are to starboard, while the sink, a hanging locker, and additional stowage are to port. The shower is on the centerline and has its own sump — the Alberg 35 was one of the first boats of this size built with a shower and pressurized hot and cold water as standard equipment. Privacy in the head is gained by closing the doors to the forward cabin and saloon.

The saloon was offered in two configurations, a "traditional" arrangement with opposing settees and a more "modern" dinette arrangement.

In the traditional configuration, the settees face each other, with a bulkhead-mounted, drop-leaf table between them.

In this arrangement, the galley is aft and spans the width of the boat. There are no quarter berths, so the settees are used as sea berths. The aft galley incorporates a small sink and a two-burner alcohol stove to port, and a top-loading icebox to starboard. When closed, the icebox provides galley counter space and serves as a navigation and chart table.

The alternative arrangement has a U-shaped dinette on the port side and the galley to starboard. This offers some interesting possibilities. First, lowering the dining table converts the dinette to a double berth. Also, the galley is a bit more workable and has room for a three-burner stove/oven along with the icebox, sink, and food lockers. Since the galley no longer spans the aft portion of the saloon, there's room for two quarter berths, but the dining table will have to double as the chart table.

Although the forward cabin gets adequate air flow from its overhead hatch, and the head compartment from the cowl vents, the only direct ventilation in the saloon is that provided by the open companionway hatch.

The interior décor is dated. Pearson finished the bulkheads, cabinetry, and other surfaces in what it termed "low maintenance" wood-grain-pattern plastic laminate. With a little sanding and painting of the laminate, and some varnish on the standard teak trim, the boat's interior appearance will improve dramatically. Headroom is a generous 6 feet 4 inches.

The engine is situated beneath and behind the companionway stairs; by removing several panels, near total access can be obtained. Lifting the cabin sole provides access to the potable water tank and the relatively deep bilge.

Depending upon the production year, the Alberg 35 was fitted with any of a variety of tanks. They were made with different volumes, of different materials, and placed in different locations. The design specifications for a late-production-run boat called for an integral fiberglass 48-gallon water tank beneath the cabin sole and a 23-gallon Monel fuel tank beneath the cockpit sole, behind the engine.

Resources

Tom Alley's Alberg 35 website
<http://www.alberg35.org>

The rig

The Alberg 35 was available as a sloop or yawl. The CCA Rule lightly taxed the mizzen sail and permitted a mizzen staysail to be carried without any penalty. This feature of the rule made the yawl quite popular. The mizzen can be used to help balance the boat and is especially helpful in maneuvering in a crowded anchorage under sail. Nevertheless, when the actual performance of the yawl and the sloop are compared, the sloop comes out ahead.

In both the sloop and the yawl, the mainmast is in the same location. It is somewhat forward, resulting in a small foretriangle and large low-aspect-ratio mainsail. One of the benefits of this rig is that the Alberg 35 can be sailed quite effectively under main alone. The sail area/displacement ratio is 16.1 for the sloop and 17.2 for the yawl.

The Alberg 35's mast height is 44 feet 6 inches from waterline to masthead. The mast is stepped on deck and supported below by a bridge and two compression posts. The mast's standing rigging is comprised of a forestay, a single pair of cap shrouds, dual lower shrouds, a single pair of spreaders, and a backstay. The mast is anodized aluminum; the boom is varnished spruce.

Originally, roller reefing was standard on the mainsail. All halyards are cleated at the mast(s) and mechanical advantage is achieved by means of Merriman #2 winches. Merriman #5 winches for the genoa sheets are mounted on pedestals outboard of each cockpit coaming. As is the case with the original roller reefing, upgrades are well warranted. New self-tailing winches are expensive but would make a big difference. The end-boom mainsheet is attached to a traveler located just forward of the lazarette.

Under way

While Pearson Yachts promoted the Alberg 35 as a racer/cruiser, it was and still is primarily a cruising sailboat. Its relatively narrow hull and heavy displacement give it an easy motion in a seaway and the ability to carry a modern cruiser's payload. Its displacement/length ratio is 407, making it a very heavy-displacement cruiser. Unlike more modern boats with more beam, the Alberg 35 is a bit tender. However, once it reaches 25 degrees or so of heel, its 42 percent ballast/displacement ratio begins to make itself felt. The boat stiffens up dramatically and, like most narrow boats, sails quite efficiently at fairly steep angles of heel. Unlike some modern beamy boats, the Alberg 35 shows no tendency to round up uncontrollably in gusty winds.

For auxiliary power, the Alberg 35 relies on the Universal Atomic 4. This venerable gasoline power plant is cooled directly with raw water and can provide a cruising speed of about 6 knots in calm conditions. The boat handles well when motoring forward; in reverse, however, it steers poorly. This is due to a combination of several factors. The rudder is tucked well forward under the boat, it's attached to a full keel, and the prop is in an aperture between them. It takes practice and time to get used to it.

Things to check out

Before you fall for an Alberg 35, remember that the youngest one rolled off the line in 1967. For starters, check the decks for delamination caused by a balsa core saturated with water. Pay keen attention around fittings, such as cleats and stanchions. Delaminated areas sound dull and hollow when tapped with a plastic hammer or the handle of a screwdriver.

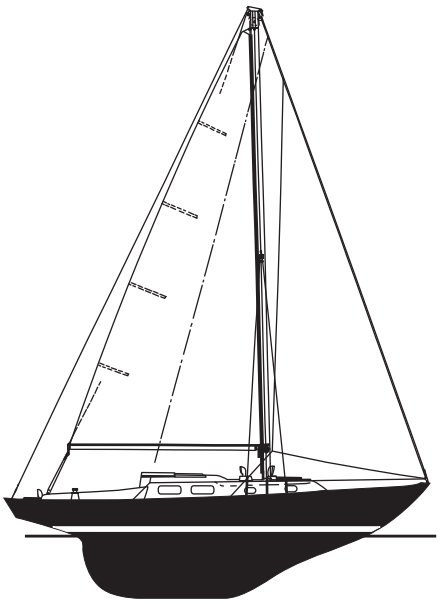
Compression of the structure under the mast step is a potential problem. Look for signs of cracking, bending, or movement of the mast support beam and associated compression posts.

As with most sailboats of this vintage, the gelcoat may be crazed and faded. While this may be mainly a cosmetic problem, if crazing becomes so extensive it allows water to migrate into the laminate, the problem then becomes structural.

Have the surveyor check for a possible void between the ballast casting and the fiberglass shell. Inspect the wooden rudder for damage due to groundings and for corroded mounting bolts.

Because water and fuel tanks can vary from boat to boat, take a close look at them. It has been reported that early boats had galvanized tanks. These will eventually rust through. Monel and fiberglass are much better materials for this purpose.

As with any boat of this vintage, be prepared to address the wiring, the rigging, the sails and sail-handling gear, the alcohol stove, the electronics, and the Atomic 4.



Alberg 35

Designer: Carl Alberg
LOA: 34 feet 9 inches
LWL: 24 feet 0 inches
Beam: 9 feet 8 inches
Draft: 5 feet 2 inches
Displacement: 12,600 pounds
Ballast: 5,300 pounds
Sail area (sloop): 545 square feet
Sail area (yawl): 583 square feet
Disp./LWL ratio: 407
SA/disp. ratio: 16.1 sloop; 17.2 yawl

Conclusion

While it may initially appear that the Alberg 35 is a tired old craft, that's by no means true for all of them. This boat was designed and built with reasonably heavy scantlings and is suitable for serious offshore sailing. Its classic lines are still appealing and cause heads to turn when the boat enters a marina.

Prices for an Alberg 35 range from $23,500 for a 1964 to $29,500 for a 1967 model. If you're looking to do some serious cruising, for the money, an Alberg 35 is hard to beat. Repairs, modifications, and upgrades will add to the price, but you won't break the bank or destroy your investment.

Gregg Nestor is a contributing editor with Good Old Boat. *When he's not writing about sailing, Gregg and his wife, Joyce, cruise Lake Erie aboard* Raconteur, *their Pearson 28-2. They also trailersail an O'Day 222.*

Allied Seawind II

Beefy and fit for sea

By John Vigor

The Allied Seawind II is the sort of world cruiser that will appeal to those who can't stand crawl-only headroom. She's one of the roomiest 32-footers around, one of the heaviest, and one of the fittest for sea work. She's ready for the ocean without any beefing up or modification.

This also makes her comparatively expensive to buy and maintain, but if you have $35,000 to $45,000 to spend on a 10- or 12-year-old model, she offers very good value for the money. Furthermore, her fine reputation makes it likely that you'll recover all or most of your investment when you're through cruising.

The Seawind II's slightly smaller sister, the original 30-foot 6-inch Seawind ketch built by Allied Yachts, was the first fiberglass sailboat to circumnavigate the world.

In 1975 the company started production of the Seawind II, designed by Annapolis-based Tom Gillmer, a naval architect with a talent for designing salty-looking, seaworthy cruising yachts. Gillmer added about 18 inches to the old Seawind's waterline length and made her a little fatter, which added more than a ton to her displacement.

She came in several versions: the ketch was standard, but you could also order a cutter or a sloop. To some critical eyes, the ketch rig looked cluttered on a boat with a 25-foot waterline. The mizzen got in the way in the cockpit and added little to performance. The simpler cutter rig better complemented the cocky sheerline and the handsome proportions of topsides and coachroof. It also made her handier on the wind. *(Dick Manual, contact for the Allied Seawind II Owners' Association, tells us: "One hundred twenty-nine vessels in total were made; we have been tracking 90 on our roster and, of those, 11 are cutters and five are sloops. At least one of the ketches is rigged with a removable inner forestay to yield what you might call a cutter-headed ketch. I have running backstays on my mizzen mast and a halyard to hoist a mizzen staysail. We have owned our boat for 14 years, which tells you what we think of our* Mermaid*." **-Ed.**)*

The Seawind II was designed for low maintenance on deck. There are a few teak trimmings, such as the toerail capping and the handrails on the cabintop, but no acres of leak-prone deck planking, for which buyers of older boats may be truly grateful. If you're one of those owners who actually enjoys sanding and varnishing and who derives pleasure from the deep honey-gleam of brightwork, there are plenty of places on deck where you can add teak or mahogany trim. Most owners will surely opt to retain the Seawind's rather bland, sterile look, however, and thereby convert varnishing hours into sailing hours.

Basic design

With a sheerline that rises attractively to a buoyant bow and a stubby sprit, this boat exudes an air of power and purpose. Gillmer got the proportions of freeboard and coachroof sides just right, providing good headroom below without resorting to slabsided or boxy construction.

Her underwater profile is conventional for a cruiser: a full-length keel with the greatest depth right aft and a long, sloping cutaway forward. There's plenty of lateral surface to dampen rolling and provide inertia, which will help prevent capsize when she's lying ahull in heavy weather. There is also a long straight section at the bottom of the keel, which will settle her comfortably when she dries out against harbor walls or jetties in foreign ports or rides up one of those rickety foreign marine railways for hull maintenance.

Fred and Victoria Meade's* Catskill Maid, *sails Lake Champlain.

Both hull and deck are fiberglass, the hull being a solid hand layup and the deck a sandwich of two layers of fiberglass with a core of balsa wood, except in a few areas where it, too, is solid for compression strength.

The ballast keel, a hefty 5,800 pounds, is cast lead, encapsulated in the fiberglass hull, and the rudder is a large barn-door affair that swings from the aft end of the keel and is controlled by a wheel.

Her aft end is cut off short in a transom, a feature that contrasts strongly with the moderate overhang in the bows, but which somehow blends better with the cutter rig than the ketch rig.

The hull-to-deck joint consists of outward-turning flanges, through-bolted and covered with a hefty aluminum rubrail that adds greatly to the boat's salty appearance. On the interior of the boat, the joint is glassed over for its whole length. There should be no chance of leaks from this very substantial joint.

The watertight cockpit is quite large but its sole is high enough above the waterline to ensure rapid draining in the event of a pooping. A good bridge-deck at the forward end of the cockpit prevents water from flooding into the cabin in the event of a wave coming over the stern, and lockers under the seats on either side will hold all kinds of gear needed at sea. And — just to prove this boat is a little more luxurious than the rest, despite its sterile look on deck — there is a freshwater shower housed in a recess in the cockpit well, an indulgence that seems almost decadent in a 32-footer, but one that will be very welcome in tropic climes as long as the water supply lasts.

The standard engine is a Westerbeke diesel delivering 27 horsepower, which works out at about 4 hp for every ton of displacement — a comforting amount of power on a boat of this type. Like most long-distance cruising boats, the Seawind II uses a standard three-bladed bronze propeller. Any drag it causes is more than compensated for by simplicity and reliability.

Accommodations

As noted, this is a big 32-footer and it certainly shows down below. Up forward there are the usual V-berths, but placed in the same cabin with them is a wash basin to starboard and a hanging locker to port.

The head and shower compartment (another decadent shower, this time with both hot and cold water) lies aft of the main bulkhead and, oddly, has two doors, one leading directly forward into the forward cabin and the other leading at a right-angle into the main saloon.

On the starboard side of the main cabin, the head compartment and the starboard transom berth extend back

John and Ellen VanDerburgh sail hull #98*, van der Ellen, *out of Tolchester, Maryland.

to the companionway steps. To port, however, the transom berth starts at the main bulkhead and the L-shaped galley occupies the space between it and the companionway.

Practically everywhere you look there is stowage space — behind and under berths and in drawers, cabinets, lockers, and cubbyholes. There is never enough, of course, because the more stuff you can stow away, the more stuff you acquire; but compared with most other boats of her length, the Seawind II is cavernous.

The rig

The standard masthead ketch rig enables the Seawind II to set a lot of sail off the wind, including a mizzen staysail. And since world cruisers mainly do go downwind (at least, they do if they have any sense), then perhaps the ketch rig is more logical.

The problem with it is that this boat isn't quite big enough for two masts and their associated standing rigging and cordage. It makes for a lot of clutter, particularly in the cockpit, and the wind-age on two sets of masts, shrouds, stays, halyards, and sheets is detrimental to windward performance.

The ability to sail to windward in really heavy weather is a cruiser's ace in the hole. No matter how much effort and thought is put into preventing it, there comes a day in the life of most cruisers when it becomes necessary to beat off a lee shore in storm-force winds. Ketches can do it. Colin Archer's famed rescue lifeboats could tow two embayed fishing boats to windward in atrocious weather, very slowly but surely. But on a smaller boat, a sloop or cutter rig will do it better.

The cutter rig was optional for the Seawind II, but it is the more practical, particularly if the jib is set on a roller furler.

Performance

She's no round-the-buoys racer, but there's no reason why the Seawind shouldn't turn in a respectable 150 miles a day in the trade winds.

With her hefty beam, she's not particularly close-winded, but her ability to stand up to her canvas will get her there in the end. The ketch's sail area, at 555 square feet, is enough to provide plenty of drive, even in fairly light conditions, and while the cutter loses area (512 square feet), the gain in efficiency makes up for it.

In the trade winds, the cutter can run dead downwind behind twin foresails, with or without part of the mainsail set, but the ketch would probably do better, be more comfortable, and make better use of the mizzen staysail by tacking downwind 20 degrees either side of the

At left, Martin and Georgea Culpepper's hull #2,* Galatea, *crosses the finish line as the winner of the Fairfield Harbour Yacht Club race. The Meade's* Catskill Maid *shows her underwater profile, below, and Howard Hering's* Scooter II *exhibits the Seawind II's three-bladed bronze prop, at right.

The head is a two-part affair, as the Meades' shot above shows. The wash basin is in the V-berth area. The head is in a separate space.

Howard Hering's photo, at center, illustrates the unusual door arrangement. The Meades' nav station, above.

rhumb line.

Under power, that Westerbeke should allow her to cruise at 6 and peak at around 7 knots.

Known Weaknesses

It seems almost unfair to list minor complaints as weaknesses, but as the Seawind II has no known major weaknesses, we are forced to fall back on petty nitpicking:

- The side decks are too narrow. It's not easy to make your way forward dragging a sailbag. The shrouds get in the way. In fact, most people hop up and over the coachroof when they want to go forward.
- It's hard to get to the engine. That's not an uncommon fault, but in a boat this deep and beamy, one might have expected a little better. It's a major hassle even to check the oil level.
- There have been complaints that the anchor rode chafes against the forward pulpit stanchion when the bow rollers are used. For the same reason, you can't store your anchor on the roller because the stanchion gets in the way. Either the stanchion or the rollers should be modified.

Owner's Opinion

Robert and Sharon Cuzner keep their Seawind II ketch, *Silver Spray*, in Anacortes, Wash. They picked her up in Marblehead, Mass., in 1980 and sailed on her for two years, first heading north to Maine and Nova Scotia, then south to Florida, the Keys and the Bahamas.

After sailing out to sea from the Bras D'Or Lakes in Nova Scotia, they hit an extended gale. "The forecast was benign," says Sharon, "but after we'd been out about 20 hours the weather deteriorated. It blew hard for three days. We pulled down the mainsail, then the mizzen. We left the foresail up until last because she wants a headsail always. Then we wondered if we should take it down, but neither of us wanted to go out there. Robert said: 'If God wants it in, he'll take it in.' So we continued broad-reaching under that 100-percent jib and did 125 miles in one day with the Aries [wind vane] steering."

Between Marblehead and Maine, *Silver Spray* hit a whale. "We rode up on the back of it," Sharon says. "The boat sort of went sideways. We smelled it and felt it, but it was the middle of the night, so we couldn't identify it, but we think it was a humpback."

In Port Charlotte, Fla., *Silver Spray* ran aground on sand. "It took us an hour to get off," Sharon remembers. "A powerboat took a line from the mast and laid her over on her side, and we eventually slid off."

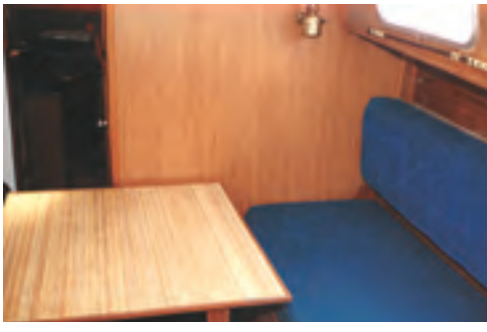
But the biggest beating *Silver Spray* ever took was back in Marblehead. The Cuzners were worried about whether there was enough water over the ledge there. They were right to worry. Their ketch ran onto the ledge at 8 knots.

"We bounced off a rock that took a chunk out of the leading edge of the keel," Sharon says. "It measured about 3 inches by half an inch, but the damage was confined to the fiberglass, and it was easily repaired. There was no structural damage."

After their trip, they trucked *Silver Spray* back to Washington state, full of admiration for her toughness.

Sharon's tips

- A laminated oak beam under the mast is backed up by an oak compression post. Keep the foot of



The interior of Howard Hering's* Scooter II *demonstrates the ultimate "Transformer-toy boat:" table up at left, bed extended in center, table down at right.

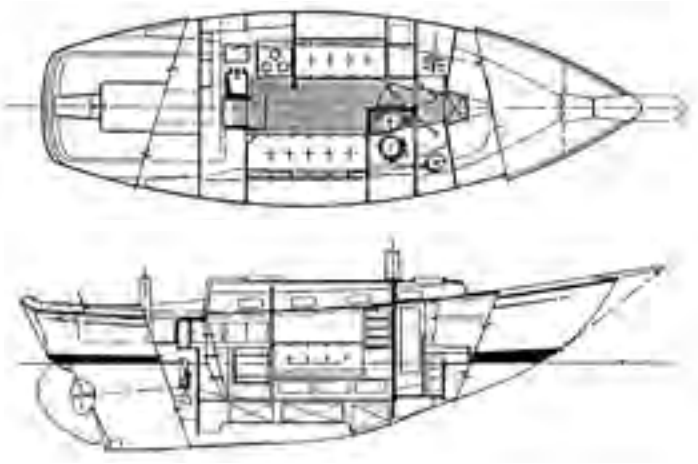
In Short

Allied Seawind II

Designer: Tom Gillmer (1975)
LOA: 31 feet 7 inches
LWL: 25 feet 6 inches
Beam: 10 feet 5 inches
Draft: 4 feet 6 inches
Displacement: 14,900 pounds
Sail area: 555 square feet (ketch), 512 square feet (cutter)
Ballast: 5,800 pounds
Spars: Aluminum
Auxiliary: Diesel with fixed three-bladed propeller
Designed as: Sturdily-built, well-equipped world cruiser.

In Comparison

- **Safety-at-sea factor:** 8 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** Reasonably fast off the wind and capable of good daily averages on an ocean passage.
- **Ocean comfort level:** Plenty of room, stowage, and amenities for one or two adults; still reasonably comfortable with two adults and two kids. Will handle four compact adults for trips of a few days.



the post dry. "We found water there, because there is no easy access to the forward bilge. The anchor locker drains through there, and when we checked with other owners there was always water there, which will rot the post."

- The accommodation is fine for offshore work. "It's not very pretty, but it's strong. We put a crashbar in front of the stove to keep the cook from being thrown into the stove."
- The Cuzners replaced the original alcohol stove with a Taylor kerosene stove. But wasn't it a hassle to have to prime a kerosene stove all the time? "I like priming it better than I'd like propane in the bilge," Sharon says.
- The standard galley sink fills with water on one tack and overflows into the ice box. To halt the flow, the Cuzners fitted a seacock on the sink drainpipe.
- They made no structural modifications whatsoever for deepsea work. "She didn't need any."
- The Seawind II was easily handled under all conditions. "I handled her alone," Sharon says. "No problem."

John Vigor has sailed for more than 40 years and logged some 15,000 miles of ocean voyaging. In 1987 he and his wife, June, and their 17-year-old-son sailed their 31-foot sloop from South Africa to the U.S. This series of boat reviews is based on articles from John's book: Twenty Small Sailboats to Take You Anywhere, *which is available from The Good Old Bookshelf* (See Page 65 for more information).

Allied Seawind II Resources

Owners' Association
Richard Manual
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Shelter Island Heights, NY 11965
jsm4@ix.netcom.com

Allied Seawind II Web site
Howard Hering
12808 Middlevale Lane
Silver Spring, MD 20906
301-949-4178
hhassoc@erols.com
<http://www.geocities.com/TheTropics/paradise/1131/>

Allmand 31

A spacious cruiser with modest sailing performance

by Gregg Nestor

The relatively small rig is easy to handle, especially with the headsail set on a roller furler. *Mistico,* Oklahoman Skip Hanson's Allmand 31, is featured in photos throughout this article.

Allmand Boats of Hialeah, Florida, introduced its first model around 1965. At that time, the company's product line consisted entirely of powerboats. While it did manufacture small, outboard-powered open and cuddy cabin boats, most of its models were 28 to 34 feet and fitted with inboard engines.

It wasn't until the OPEC oil embargo and associated energy crunch of the 1970s that Allmand, along with a handful of other powerboat builders (Rinker, Bayliner, and Reinell to name a few), began dabbling in sailboats. Eventually, Allmand discontinued production of its powerboat line, concentrating entirely on sailboats during the last few years of its existence.

While Allmand's powerboat line once was quite extensive, its sailboat offerings numbered only three: the Allmand 23, Allmand 31, and Allmand 35. Introduced in 1979 and manufactured until 1985, the Allmand 31 was, and continues to be, the most popular of these models.

The industry-wide recession of the 1980s hastened the demise of many small sailboat builders, including Allmand Boats. Though the company closed its doors in 1985, the family began building powerboats again in 1993.

Design

Walter Scott and T. R. Allmand are credited with the design of the Allmand 31. Coming from a powerboat manufacturer, the overall design was quite conservative, yet still contemporary. The sheer is flat, the bow is slightly raked with a hint of being concave, and the stern is nearly vertical. The cabin trunk is long and low, except for a slight doghouse or small half step up over the main cabin. Underwater there's a shoal-draft cruising keel and a rudder mounted on a partial skeg. According to company literature, the keel and rudder were shaped to NASA (National Aeronautics and Space Administration) airfoil number 84A010, in an effort to produce the least possible drag with the proper lift to compensate for the sideways sail force.

The boat's displacement is 12,850 pounds, giving it a displacement/length ratio of 264. Its generous beam of 11 feet 4 inches and waterline of 27 feet 11 inches result in a spacious interior. This feature alone accounted for most of the boat's popularity, especially with liveaboards. The Allmand 31's wide beam also accounts for its significant form stability.

Construction

Construction of the Allmand 31 is straightforward and fairly typical of the era. The hull is a solid hand-laid fiberglass laminate with an integral keel cavity into which the internal ballast is lowered and secured. Cast iron ballast was used for the cruising version, while a racer/cruiser model was fitted with lead. Lead is preferable to cast iron because of its corrosion resistance as well as its higher specific gravity. Once in place, the internal

ballast was fiberglassed over, resulting in a double-bottom effect. To help carry the concentration of stresses, the hull's laminate is extra thick at the keel sump and at the centerline. Also reinforcing this area are several transverse beams located just above the keel.

Like many boats, the Allmand 31 incorporates a fiberglass pan that defines the major features of the interior. Prior to the hull being removed from the mold, this full-length pan was lowered in place and tabbed to the hull with strips of fiberglass wetted out with resin. This adds additional structural integrity and insures that there is no distortion of the hull once it's extracted from the mold. Plus, it won't rot if subjected to bilge water. The downsides, compared to a wooden interior, are less thermal and acoustic insulation, greater difficulty making modifications, and more condensation on surfaces.

The deck of the Allmand 31 is cored with balsa. This construction technique reduces weight while increasing stiffness. The color of the deck's molded-in non-skid can range from light blue to white or beige. An older boat can usually be recognized by the large stylized letter A located aft on the hull. This graphic was later discontinued.

The hull-to-deck joint is an outward-facing flange. This configuration is more prone to damage from a collision or hard docking than an inward-facing flange, but a one-piece hull with an inward-facing flange cannot be extracted from a mold. The popularity of the outward-facing flange can be explained by the fact that it avoids the two-piece mold. In the case of the Allmand 31, a three-step joining process makes for both a strong and leak-proof hull-to-deck joint. During the process of mating the deck flange with the corresponding hull flange, resin is applied between the two, chemically bonding them. Self-tapping stainless-steel screws (nuts and bolts are considered better) are then drilled into the flange. Once the joint has been chemically and mechanically fastened, the entire length is fiberglassed over from the inside. A vinyl rubrail, snapped over the joint, cosmetically finishes off the joint.

All of the boat's through-hulls are fitted with bronze seacocks. These are part of the boat's electrical grounding system and are bonded with the rudder post and drive shaft.

Deck features

The Allmand 31 has a wide and long coachroof. While this enhances the interior accommodations, on deck it results in narrow, 13-inch-wide sidedecks and a small foredeck. Fortunately, the chainplates are mounted inboard and the foredeck's hardware (single cleat, pair of chocks, chain pipe, and single anchor roller) are clustered together and situated well forward. Though a little tight, there still is sufficient room to maneuver about on deck.

There are three hatches on the cabintop: one over the forward cabin, a second over the saloon, and a slightly smaller one serving the aft cabin. Other features include a molded-in sea hood, a vent over the galley, and four sections of teak handrail. The standard portlight configuration consists of seven opening ports (three per side and one facing the cockpit) and four large fixed portlights. As an option, all 11 could be opening. Even without this option, the standard package provides very good light and ventilation.

The cockpit is T-shaped and measures 94 inches long — plenty of room for a crew of six or maybe even seven. The companionway is offset to starboard and therefore allows the port cockpit seat to be L-shaped, with the short leg along the bulkhead. The starboard seat is straight and has a deep locker underneath. There also is a locker beneath the helmsman's seat. The cockpit coamings average 7 inches high, are slightly sloped and wide on top, and house four cubbies. Wheel steering is standard, as is the teak cockpit table with compass. There are three scuppers to drain water from the cockpit: two aft and one forward. There is no bridge deck.

Stainless-steel bow and stern pulpits, dual lifelines with a pair of gates, and a centerline, transom-mounted swim ladder complete the deck features.

General arrangement

Most of the Allmand 31s were built with what is called the tri-cabin layout. This arrangement consists of a forward cabin with a 6-foot 4-inch V-berth, followed aft by a head compartment to port and a pair of hanging lockers to starboard. Situated beneath the V-berth are a 50-gallon potable water tank and several bureau drawers. The forward hatch and a pair of opening portlights provide the stateroom with light and air circulation.

The head amenities include pressurized water, a vanity, marine head with a 25-gallon holding tank, and two cabinets.

The T-shaped cockpit lets the helmsman move from rail to rail to see ahead and to view the headsail for proper trim. The pedestal with fold-out table leaves is fitted with cup holders as well.

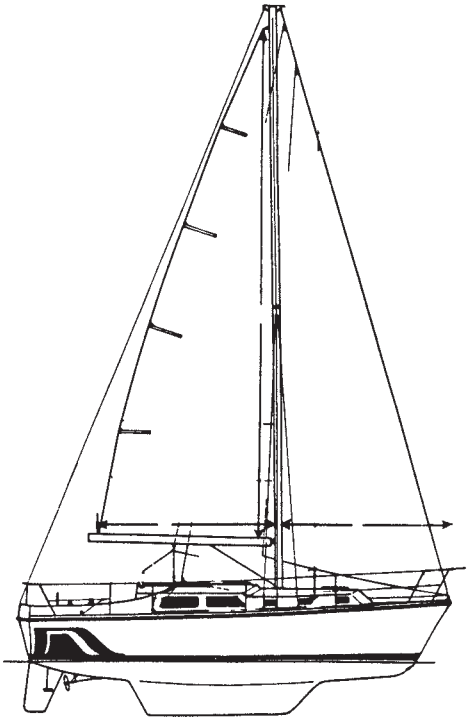
The galley, at left, has all the essentials — sink, gimbaled stove/oven, and 8-cubic-foot icebox, plus compartments for stowing pots and pans and dinnerware. The aft stateroom, at right, in the tri-cabin model is enclosed for privacy, but for anyone prone to claustrophobia, a hinged partition opens the space for improved light and ventilation. The shoal keel, shown in diagram below, is ideal for gunkholing, but compromises windward ability. Note the rudder hung on a partial skeg, the relatively high freeboard, and small rig.

The saloon consists of a U-shaped dinette to port and a straight settee/berth amidships to starboard. The 6-foot dinette comfortably seats four adults. Seating for three more adults can be gained by extending the overleaf of the pedestal table. Lowering the table converts the dinette into a double berth. There's stowage behind and underneath both of the saloon's settee/berths. An overhead hatch, a pair of opening portlights, and a large fixed portlight illuminate and ventilate the saloon.

The boat's U-shaped galley is aft of the starboard single settee/berth. It's a bit on the small side, yet quite functional. There's a large stainless-steel sink with pressurized water; a gimbaled stove; an 8-cubic-foot, top-loading icebox; and several stowage compartments for dinnerware and provisions. There's also a small hanging locker for foul weather gear adjacent to the companionway.

To port is the aft cabin, which features a double berth measuring 54 by 78 inches, a hanging locker, and a fold-down chart table. For light and air there are an overhead hatch, a large fixed portlight, and a smaller portlight in the aft bulkhead that opens to the cockpit. In the tri-cabin version, this area is made "private" by means of a door and a forward bulkhead, with a fold-away upper portion. A limited number of Allmand 31 Mark IIs were produced without this aft cabin enclosure. This opened things up and enhanced the boat's already spacious interior by eliminating a door and a couple of bulkheads. Most boats, however, are of the tri-cabin arrangement.

Almost all traces of the boat's fiberglass construction are well hidden behind teak-veneer plywood and a vinyl headliner. A few early models were touted as being "low maintenance" because they sported wood-grained laminate and a painted overhead. Headroom is a generous 6 feet 5 inches.



Allmand 31

Designer: Walter Scott and T. R. Allmand
LOA: 30 feet 9 inches
LWL: 27 feet 11 inches
Beam: 11 feet 4 inches
Draft: 4 feet 0 inches
Displacement: 12,850 pounds
Ballast: 4,300 pounds
Sail area: 461/485 square feet (cruiser, racer/cruiser)
Displ./LWL ratio: 264
SA/Displ. ratio: 13.4/14.1 (cruiser, racer/cruiser)

The rig

The Allmand 31 is a masthead sloop, whose aluminum spar is stepped on deck with a stainless-steel compression post beneath that sits directly on the boat's ballast. The cruising model's mast height is 44 feet 6 inches, while the racer/cruiser version is 2 feet taller. This equates to a sail area of 461 square feet for the cruiser and 485 for the racer/cruiser (although some reported figures vary). The sail area/displacement ratios for the two are 13.4 and 14.1, respectively. These are quite low (a coastal cruiser typically would have a number between 16 and 17). There are a single forestay, a pair of cap shrouds, fore and aft lowers, and a single backstay. While the shrouds are attached to inboard chainplates, headsail sheeting is to the toerail. Some boats produced later have inboard T-tracks to allow for closer trimming of headsails. A pair of primary winches is mounted on the cockpit coamings. Sheeting for the mainsail is mid-boom and is attached to a traveler and led to a winch mounted on the cabintop. Halyard winches are located on the mast. Jiffy reefing is standard.

The V-berth, at left, is 6 feet 4 inches long and plenty wide. Outboard of the starboard settee, at right, are shelves for books and other stuff, like the starfish and plant on our test boat. There's a U-shaped settee, below at top, to port that converts to a double berth with the lowering of the table. The head, at bottom, is a fiberglass module that is easy to wipe down and keep clean.

The most common auxiliary is the 16-hp M20 Universal diesel. The 21-hp M25 Universal diesel was available as an option. Both engines are fresh-water-cooled and both are served by a 40-gallon fuel tank. Access to the engine is average to below average.

Underway

In a breeze, the Allmand 31 accelerates quickly and carries through the slowest tack. The boat will tack through about 90 degrees without a significant reduction in speed. It is an extraordinarily stiff boat; it balances quite well and exhibits only a small amount of weather helm. For the most part, the Allmand 31 sails almost level. Its best points of sail are off the wind. Its upwind performance is hampered by the combination of its wide beam and shoal draft. The boat also tends to make noticeable leeway.

The small sail area means mediocre light-air performance. Not many Allmand 31s are raced, so PHRF numbers are few. Boats with the standard rig rate between 174 and a whopping 240, while boats with the tall rig average 184. A 1980s-era Cal 31 comes in at 168, and a full-keel Cape Dory 31 at 198. From this perspective, the Allmand doesn't seem like such a dog after all.

The standard auxiliary is adequate to maneuver the boat in most conditions. As is the case with many sailboats, maneuvering in reverse takes a bit of practice.

Resources

<http://www.allmandsail.com>

Things to check out

As you would with any boat that employs balsa as a deck-coring material, sound out the Allmand 31's deck and cockpit sole carefully to determine if any water has made its way in and caused delamination. Although small areas can usually be easily fixed, walk away from extensive and expensive delamination.

Examine the keel cavity for signs of a hard grounding, especially those boats that are fitted with cast-iron ballast. A break in the outer skin can allow water in, causing significant and costly corrosion of the cast iron.

Check out the engine and its installation. While most boats were fitted with Universal diesels, there have been some reports of Ducati and Renault engines. Availability of parts for either of these two exotic powerplants will be an issue.

Spend some time looking over the interior. While normal wear and tear can be expected, abuse and neglect is another story . . . so is inexpert customization!

Conclusion

Many Allmand 31s have been bought by liveaboard cruisers since the strongest feature of the Allmand 31 is its generous interior. Its shoal draft is great for gunkholing, its moderate rig is easily managed, and its hull form makes for level sailing. Neither version is a racer; however, the taller rig and increased sail area of the racer/cruiser model improve the boat's light-air performance. The boat's construction is solid and its looks are pretty good. Having the stigma of being built by a powerboat manufacturer probably accounts for its depressed price on the used-boat market. Expect to pay around $16,000 to $30,000 for this very roomy 31-footer.

Aloha 32

A fairly rare coastal cruiser with an intriguing layout

by Gregg Nestor

***Solitude*, a 1988 Aloha 32, is sailed by Wes and Sally Orloff, at left. Lake Erie's Fairport Harbor Light is in the background. Facing page, the cockpit, center, the port-side winch/clutch/cleats, bottom left, the foredeck, featuring a large forward hatch, bottom center, and the starboard-side winch/clutch/cleats, bottom right.**

A Chinese immigrant by the name of Ti Ouyang is the man responsible for the creation and success of Ouyang Boat Works of Whitby, Ontario, the manufacturer of Aloha Yachts. Upon his arrival in Canada, Ti gained employment with the Whitby Boat Works. After a few turbulent years with Whitby, mostly due to his independent nature and refusal to compromise quality, this self-taught woodworking craftsman started his own company. In a friend's garage, during the late 1960s and early 1970s, he built a plug for what is now known as the Matilda 20. The boat was a success, the company flourished, and other Matilda models, a 16 and 23, were introduced. Today, more than 1,000 Matilda 20s are sailing worldwide.

The main thrust for Aloha Yachts came in the early '70s, in the form of Mao Kang, one of Ti's three sons. He provided the fledgling company with much needed management direction and named the company's new line of cruising boats Aloha. (While in college, Mao Kang dated a girl from Hawaii and the rest is history.) Unfortunately, his contributions were short-lived. He died of cancer at the age of 27. Soon after Mao Kang's death, his brothers, Mao and Stan, joined their father in the family business.

Several naval architects, including Ted Brewer, Robert Perry, and Mark Ellis contributed designs. In five years Ouyang Boat Works introduced the Aloha 27 (8.2), 28 (8.5), 30, 32, and 34 (10.4). In hindsight, it appears that the popularity of the Aloha line came too quickly for what an under-financed family could withstand. The Ouyangs eventually ran out of money and turned to a friend and dealer, Canadian Yacht Charters, for a needed cash infusion. The partnership was rocky from the start. Soon Stan and Mao left their directorships with the company, and Ti went into retirement. The three were subsequently bought out for a paltry $100,000. The year was 1986. Aloha Yachts continued production for the remainder of the '80s but, like so many of its contemporaries, it closed its doors prior to the new decade. All in all, approximately 700 Alohas were built.

The Aloha 32 was designed primarily for cruising comfort. That is not to say that it doesn't sail well. It has an overall length of 32 feet 5 inches, a waterline length of 25 feet, a beam of 10 feet 10 inches, and a displacement of 9,800 pounds, 4,034 pounds of which is ballast.

Design and construction

This cruising sailboat's classic yachty look is the result of designer Mark Ellis' reliance on traditional styling. The boat exhibits a strong spring to its sheer, a delicate spoon bow, and a short counter stern. Aesthetically, the short bowsprit actually extends the sheerline, giving the boat a longer appearance. Technically, it compensates for the somewhat forward placement of the fin keel by moving sail area forward to balance the boat. The wide cove stripe accentuates the sheer, while the cabintop's teak trim piece visually reduces the cabin's height.

Underwater, the hull is about what one would expect to find on most modern cruising sailboats. There is a fin keel, which draws 4 feet 9 inches, and a balanced spade rudder.

The hull is solid, hand-laid fiberglass, while the decks are a sandwich comprised of fiberglass above and below with an end-grain balsa core. This construction technique increases strength and rigidity without adding

weight. The balsa core also affords good sound and temperature insulation. The hull-to-deck joint is an inward flange, which is actually the toerail, that is chemically bonded and mechanically fastened on 4-inch centers. All deck hardware is through-bolted and secured to stainless-steel backing plates.

On deck

From the stainless-steel bowsprit, with two built-in anchor rollers, to the turtle-shaped cabinfront, the expansive foredeck makes an excellent platform from which to anchor or make sail changes. Deck fittings include a pair of open-base cleats, a corresponding pair of closed chocks, and a deck pipe leading to a rope locker in the forepeak. There is a generous 26-inch square hatch through which crew can easily maneuver and pass bulky sailbags. For safety, the deck has a continuous non-skid surface and is rimmed with a molded-in toerail capped with a continuous aluminum track from stem to stern. A bow pulpit and 27-inch stanchions with dual lifelines complete the package.

The sidedecks are a generous 20 inches wide. However, fore and aft movement is somewhat impeded by the shrouds and the jib track situated in the center of each sidedeck. For handholds, there is a teak handrail on each side of the cabintop. Located amidships and on each side is an open-base cleat and closed chock. These are convenient for attaching spring lines and fenders.

Located on the cabintop, which is also non-skid, is a 20-inch-square forward hatch, a pair of 12-inch-square amidships hatches, and a sea hood with smoked plastic companionway hatch.

The T-shaped cockpit is surrounded by straight-backed coaming 13 inches high and capped with 8-inch-wide teak. This makes for comfortable back support. There is a bridge deck and a pair of opposing cockpit seats. Beneath each of these 4-foot-long seats is a shallow locker. Additional stowage is located beneath the helmsman's hump, which also opens to the lazarette by means of a locker with a false bottom. In each coaming is a sheet cubby. In the aft deck there's another shallow locker, ideal for stowing mask, fins, and snorkel. Propane tank lockers flank the helmsman. To starboard of the Edson wood-rimmed wheel is the engine control panel, while to port is the manual bilge pump. For water removal, there are two cockpit drains and two aft-deck scuppers. There's a stern pulpit with an integrated, centerline swim ladder, plus a pair of open-base cleats and accompanying closed chocks.

Belowdecks

The interior of the Aloha 32 was available in two configurations. Option B is the classic V-berth and opposing settee configuration. These areas are separated from each other by the head on one side and a hanging locker on the other. No surprises here. Our review boat's interior is of the more novel Option A arrangement. Instead of a V-berth, there is a large sail stowage bin and two illuminated worktop areas with lockers beneath. Directly above is the large hatch. The worktops are of different heights so they can be used as steps to enter and exit the hatch (see photo on Page 6).

Separating the forward "all-business" space from the main cabin are two hanging lockers with a fiddled shelf above each. Since the main cabin is pushed forward somewhat, the 6-foot 2-inch opposing settee/berths are toed in slightly. While the port settee can be converted into a narrow double, the starboard settee is not convertible. Beneath each settee is a 35-gallon aluminum potable water tank and stowage space. Outboard are four lockers with cane doors and four fiddled bookshelves. The centerline drop-leaf table measures 44 x 40 inches when open and conceals a built-in spirits locker. Ventilation and natural illumination come from four opening ports and a 20-inch square hatch. Four reading lamps provide illumination. A pair of grabrails overhead helps maintain balance in rough conditions.

Just aft of the main saloon and amidships is a bulkhead. The starboard bulkhead denotes the beginning of the private head compartment, which measures a generous 29 by 42 inches. There is a stainless-steel sink, hand shower with its own sump, pressurized hot and cold water, an additional foot pump for cold wa-

The port hanging locker with the shelf above, top. The forepeak sail bin and work area, above. The port-side, L-shaped galley, below left. The main saloon, looking aft, below right.

ter, a vanity with four drawers, a mirror, a wet locker, and three additional lockers/bins. A fixed port provides light, while an opening hatch offers light and ventilation. A fluorescent fixture provides nighttime illumination. There is also a grabrail for balance.

Sliding bulkhead

The port bulkhead is a partial; the upper portion can be slid up and down (see illustration on facing page). In the down position, there's an openness to the cabin. It also creates a pass-through from the galley to diners in the main saloon. With the sliding bulkhead in the up position and the door closed, fore and aft privacy doesn't get much better.

The port side galley is L-shaped and consists of a deep centerline stainless-steel sink, with pressurized water and a foot pump for sea water; a gimbaled, two-burner propane stove with oven; a deep well-insulated icebox; two dry stowage bins; four drawers; and several lockers with sliding or hinged doors. There are two fixed ports for light and an overhead hatch for light and ventilation. Six feet of overhead handrail spans the galley area for safety.

Aft from the galley is a small flip-up chart table, which is almost useless except for extending galley counter space. Located outboard and above is the AC/DC panel. Continuing aft is the port quarter berth, which measures 6 feet 3 inches long by 2 feet 3 inches at its widest. It has stowage beneath and a reading light above.

Aft of the head compartment on the starboard side is a reasonably large (6-foot 3-inch by 45-inch) double quarter berth. Beneath is the 35-gallon holding tank and stowage. Small items can be kept within easy reach in the deep, full-length, fiddled shelf, located above and outboard of the quarter berth. For illumination, there's a fixed port and a reading lamp.

"The Mark Ellis-designed Aloha 32 is a comfortable, traditionally styled, cruising sailboat. It's a little light for serious bluewater work but is more than adequate for coastal cruising and that escape to the Bahamas."

The Aloha 32's construction incorporates a fiberglass pan and an overhead liner. While the liner is noticeable, the pan is not readily apparent. Teak has been carefully applied to almost all of the pan's exposed surfaces. The oil finish on the solid and on the veneer teak, combined with the teak-and-holly sole and cane locker doors, gives the interior a warm, homey appeal.

The rig

The Aloha 32 sports a keel-stepped mast that towers 46 feet above the water. It uses single airfoil-type spreaders and is conservatively stayed with single uppers and fore and aft lowers. There is a split backstay, and the spars are aluminum and Awlgripped white. The halyards (one main and two headsail) are internal, as are the two reefing lines and the outhaul. This

sloop's high-aspect-ratio masthead rig consists of a 213-square-foot main and a 464-foot genoa.

With the headsail tack out on the bowsprit extending the "J" dimension, there is room in the foretriangle for a staysail.

All sail controls are led aft to the cockpit. The headsail halyards, outhaul, and reefing lines are routed to the port aft cabintop, where they can be controlled by a series of clutches and a pair of Barlow winches (a #23 two-speed and a #15 single-speed). On the starboard side, the main halyard is lead to a single clutch and a single Barlow #23 winch. In lieu of a traveler, the Aloha incorporates two mainsheets in an inverted V arrangement.

These are cleated on each side of the companionway's sliding hatch at almost mid-boom. With the exception of the headsail winches (Barlow #26 self-tailing, two-speeds), located on the cockpit coamings, this concentration of running rigging keeps most all of the controls on the aft cabintop. With a dodger installed, they all would be comfortably protected.

The Aloha has a 3-cylinder, 21-hp Westerbeke. Coupled to a V-drive, this freshwater-cooled diesel can adequately push the boat along near its hull speed of 6.7 knots. Access to the engine is achieved from behind the companionway steps and through side panels. Because of the V-drive and the gymnastics involved, access is only fair. The capacity of the boat's aluminum fuel tank is 20 gallons.

Aloha 32 (Option A)

Designer: Mark Ellis
LOA: 32 feet 5 inches
LWL: 25 feet 0 inches
Beam: 10 feet 10 inches
Draft: 4 feet 9 inches
Displacement: 9,800 pounds
Sail area: 518 square feet
Ballast: 4,034 pounds

Under way

The Aloha 32 was designed as a cruising sailboat. It is light and accelerates well. The tall rig helps it move along in light air. And when the air gets heavy, there are two sets of reef points. If they're properly employed, this boat will sail on its feet at or near hull speed.

The wheel steering and the engine and sail controls are, for the most part, straightforward. However, the mainsheet arrangement may take a little time to get used to.

Things to check out

As with all boats that employ end-grain balsa as coring material, the deck should be sounded for possible areas of delamination. Osmotic damage or hull blistering is a minor problem with Aloha 32s. Still, the hull should be carefully inspected.

There have been several reports of loose aft keel bolts. This is due to the degradation of wooden or mild-steel structural components that have been continually subjected to bilge water.

Along with water seeping into the coring material, water has also been responsible for rotting the wooden chainplate knees. Even though these are glassed to the hull, water (via capillary action) can rot these critical support members. While in the chainplate area looking for rot, examine the chainplates for signs of excessive wear.

Summing up

The Mark Ellis-designed Aloha 32 is a comfortable, traditionally styled, cruising sailboat. It's a little light for serious bluewater work but is more than adequate for coastal cruising and that escape to the Bahamas. Even though its production run is purported to be 1979 to 1988, there weren't hundreds built.

Consequently, there aren't many on the market at any one time. If you are fortunate enough to locate one for sale, expect to pay in the neighborhood of $30,000 to $45,000, with condition being everything. For more information, see <http://www.alohaowners.com>.

The port settee with the sliding bulkhead up (closed), looking aft, at left. The port settee with the sliding bulkhead down (open), looking aft, below.

C&C 33 MK I

A classic performance cruiser, with the emphasis on performance

by Gregg Nestor

The squall has passed. The Wednesday night race start was delayed 30 minutes. *Night Train*, a 1975 C&C 33 MK I, owned by Dennis and Rose Kunc, is showing the C&C emphasis on "racer" in this racer/cruiser.

The year was 1961 when George Cuthbertson, a mechanical engineer, and George Cassian, an aircraft designer, got together and formed a partnership with the express intention of building performance sailboats. George Cuthbertson managed the business and developed the preliminary lines and calculations, while George Cassian handled interior plans and details. The two worked together in a true collaboration. However, it wasn't until George Hinterhoeller's company and a stockbroker were added to the mix that C&C Yachts Ltd. was born. The date was September 26, 1969.

For almost three decades the story of C&C Yachts runs deep and varied with the ups of numerous technical innovations and successes, both commercially and on the race circuit, and the downs of the turbulent 1980s and finally a "fire sale" to Fairport Marine in 1998. (For more on the company's history, see Dan Spurr's "The History of C&C Yachts," September 2002.)

Throughout its history, C&C's bread and butter was the racer/cruiser, with emphasis on the racer. Of the more than 50 designs, all but a handful fall into this category.

Like several of C&C's successes, the C&C 33 MK I began in the custom shop. However, after building just three boats, the company responded to market demand and started producing these hulls at its Niagara-on-the-Lake plant. Over a three-year period between 1975 and 1977, they built 165 C&C 33s. These were Mark I models, of course, since no further modifications had yet been made which would lead to Mark II or III versions.

The C&C 33 MK I is a classic example of why C&C Yachts achieved a reputation for building high-performance sailboats. It has an overall length of 32 feet 10½ inches and a waterline length of 26 feet 5 inches. The beam is 10 feet 6½ inches, draft 5 feet 6 inches, and displacement 9,800 pounds with 4,075 pounds of ballast.

Design and construction

Created in-house by the original C&C design group, the C&C 33 MK I exhibits the somewhat flat sheer common in the late 1970s. The sharp entry of its bow gives way to a

deep-chested hull shape with a noticeable tumblehome at its beamiest point. Aft, there is a reverse transom with a short overhang. All of these elements were designed to favor the handicap rule of the day, the International Offshore Rule (IOR). Completing the picture underwater is a swept-back fin keel and spade rudder.

The C&C 33 MK I was built as a solid fiberglass-laminate hull with a balsa-cored deck. Rather than being fabricated with the traditional square mat and roving that was employed by the majority of boatbuilders at that time, the C&C 33 MK I was one of the first boats to be built with unidirectional roving. This method of construction produces optimum weight/strength characteristics, strong yet lightweight for performance sailing.

"Created in-house by the original C&C design group, the C&C 33 MK I exhibits the somewhat flat sheer common in the late 1970s. The sharp entry of its bow gives way to a deep-chested hull shape with a noticeable tumblehome at its beamiest point."

Another innovation is the hull-to-deck joint, which is well thought-out and practical. Sandwiched between the inward-facing hull flange and deck is a layer of butyl tape, followed by a vinyl rubrail and more butyl tape. This system is capped with a full-length anodized aluminum slotted toerail and fastened together with closely spaced ¼ x 20 stainless-steel bolts. C&C Yachts was one of the first builders to employ this novel design.

The deck hardware is of good quality and strength and is properly installed. The cleats, winches, and deck fittings are all through-bolted and secured to glassed-in backing plates. There's nothing like having the job done right.

On deck

Except for the cast-aluminum stemhead fitting and the two 10½-inch cleats, the boat's foredeck is clutter-free. Add to this a stainless-steel bow pulpit, dual lifelines on 25-inch stanchions, and a non-skid surface, and one has a good platform on which to make sail changes or move about safely. Just aft is a 21-inch square aluminum-framed hatch with an acrylic insert. This is the source of the boat's forward ventilation. Sidedecks are a wide 21 inches only slightly obstructed by the chainplates centered there. The coachroof is cambered and, like all the deck surfaces, is non-skid.

The C&C 33 MK I was designed to have all the halyards controlled from the base of the mast. Therefore, clustered around the base are four Barient winches (two #16s and two #10s) and their associated 7-inch cleats. Handholds in the form of two 9-foot 4-inch teak handrails are located along each side of the cabintop. Completing the picture aft is the full-length black aluminum slotted toerail, which is something of a C&C trademark. *(We have heard the slotted toerail on our own C&C 30 MK I referred to with affection — we hope — as a "Canadian picket fence." –**Ed.**)*

The T-shaped cockpit is a generous 7 feet long and more than 5 feet wide. Its coamings are 11 inches tall, straight and, in addition to keeping water out, offer good back support. The tops of the coamings are around 8 inches wide and were the original sites for Barient #26 sheet winches. The cockpit incorporates an excellent bridge deck to prevent water from cascading down below, should a wave fill the cockpit. The cockpit is self-bailing and has four drains. To starboard is a deep sail/equipment seat locker and to port a shallow seat locker, suitable for docklines, winch handle, emergency gear, and other small items. Even though the standard C&C 33 MK I was originally designed with a tiller, the T-shaped cockpit is well suited for wheel steering. The vast majority of boats were ordered with this $850 option. This frees up the forward cockpit space and also positions the helmsman close to the engine controls and instrument panel. Completing the on-deck package is a stainless-steel stern pulpit and incorpo-

The genoa track on the sidedeck, facing page far left, was an owner addition. The C&C 33 MK I relied on a slotted toerail and a snatch block for jib trim. The uncluttered foredeck and cambered coachroof, also on facing page. Four Barient winches, two #16s and two #10s, are located at the mast, below left. Another owner modification involved leading some lines aft and adding two more winches on the coachroof near the cockpit. The T-shaped cockpit, below.

Main cabin with centerline drop-leaf table open, above left. Above right, galley.

rated centerline swim ladder. Noticeably absent is a pair of stern mooring cleats. In order to tie off, one must use the sheet cleats — that is, if they haven't been removed through upgrading — or the sheet winches themselves.

Belowdecks

Starting at the boat's stem, just aft of a small rope locker, is the V-berth that measures 6 feet 4 inches at its longest point. With the filler cushion in place, it can comfortably accommodate two adults. In addition to stowage beneath, there are port and starboard shelves running the length, just above the V-berth. Overhead is the forward hatch, providing illumination and ventilation, and a folding teak door for privacy.

"Even though the standard C&C 33 MK I was originally designed with a tiller, the T-shaped cockpit is well suited for wheel steering. The vast majority of boats were ordered with this $850 option."

Directly abaft the V-berth and to starboard is the head, which consists of a small sink, a locker and shelves, and a marine toilet. Above is a mushroom vent. The toilet was available with direct discharge or a holding tank. As is the case with our review boat, most were delivered with holding tanks. Opposite the head is an 18-inch-wide hanging locker and three open-faced bins that provide quite a bit of usable stowage. A sliding door provides privacy and separation from the main cabin.

The centerline drop-leaf table measures 47 inches by 40 inches when open and is flanked by an L-shaped settee to starboard and a straight settee to port. Both measure 6 feet 6 inches. With the table lowered and the insert cushion in place, the starboard settee converts into a double, while the port settee remains a 21-inch-wide single. Shelves with 4-inch coamings incorporating bins and small cupboards run outboard of each settee.

There are stowage lockers behind the port and starboard settees' back cushions and beneath the starboard settee. The 30-gallon potable water tank is located beneath the port settee.

Adequate stowage

The L-shaped galley is directly behind the starboard settee and includes a three-burner pressurized alcohol stove and oven, an icebox that drains into a sump, and a small stainless-steel sink with a hand pump for water. Galley stowage space is adequate and counter space above average. The DC power panel is located beneath the companionway steps. Speaking of the companionway, it incorporates a 24-inch-square translucent sliding hatch, a sea hood, and a one-piece teak hatchboard (much more convenient than multi-part boards) to close out the elements. It also provides the sole source of ventilation for the main cabin if the fixed ports have not been upgraded.

Just across from the galley on the port side is the forward-facing navigation station. The 31-inch by 24-inch tabletop is hinged to provide chart storage below. In addition to an outboard stowage bin and drawer, there is additional storage space beneath the chart table as well as the dedicated navigator's seat. Aft of the navigation station is a 6-foot-long single quarterberth. Even though there is quite a bit of headroom, getting in and out of the quarterberth involves the traditional gymnastics. A fiddled shelf runs above and outboard of the berth, and there is stowage beneath. A port that opens into the cockpit footwell provides the quarterberth with illumination and ventilation.

With the exception of the fiberglass pan and overhead liner, the bulkheads and trim are oiled teak. All deck fittings can be reached from below through access panels in the overhead liner or from behind concealing flanges (well thought-out). Access to the bilge is by means of a wooden insert in the fiberglass sole. There is three-sided access to the engine from beneath the companionway steps as well as from the cockpit sail locker. Accessibility to the vital components of the engine rates better than average, but

Resources

The C&C Photo Album
<http://www.cncphotoalbum.com>

C&C Sailing Association
<http://www.cnc-owners.com>

C&C email discussion list
<http://members.sailnet.com/resources/links/lists/index-new.cfm?id-candc>

C&C Yachts
<http://www.c-cyachts.com>
Fairport Yachts, builders of Tartan Yachts in Ohio, owns the C&C name these days but does not support older C&C models developed by Cuthbertson, Cassian, and Hinterhoeller.

At left above, forward-facing navigation station, and at right, one of the many overhead panels giving access to deck hardware.

changing packing in the stuffing box would be a challenge. There's 6 feet of teak grabrail on both sides of the cabin overhead for good bracing in a seaway. And there is 6 feet 1 inch of headroom for ease of moving around below. Illumination is provided by four 23-inch-long fixed ports, in addition to the half dozen 12-volt dome lights. Overall, the accommodations of the C&C 33 MK I are roomy, offer good stowage, and are nicely finished.

The rig

The C&C 33 MK I has a bridge clearance of 46 feet 11 inches. The rig incorporates single foil-type spreaders, an aluminum diamond-shaped mast, and an aluminum boom. The standing rigging consists of a headstay, single backstay, single upper shroud, and dual lowers. The original standing rigging was Navtec #8 stainless-steel rod, rather than 7 x 19 stainless-steel wire. The C&C 33 MK I is a masthead-sloop with 514 square feet of sail area. The wire/rope halyards are internal and the sheets double-braided Dacron. A ball-bearing traveler, with stops, is located on the bridge deck. Originally, snatch blocks attached to the slotted toerail allowed for adjustment of the sheeting angle. Our review boat, *Night Train*, owned by Dennis and Rose Kunc, has had 10 feet of genoa track added to each sidedeck. Upon leaving the factory, the boat's halyard winches and cleats were located at the base of the mast, and the sheet winches and cleats were located on the cockpit coamings. The review boat has been upgraded with two additional winches on the cabintop. This allows for some lines to be run aft to the cockpit.

For auxiliary power, the C&C 33 MK I has the Universal Atomic 4. This venerable 30-hp gasoline power plant is raw-water-cooled and uses a 2:1 reduction gear V-drive. With its two-bladed propeller, it pushes the boat along at a tad over 6 knots. Fuel is supplied from a 20-gallon Monel fuel tank.

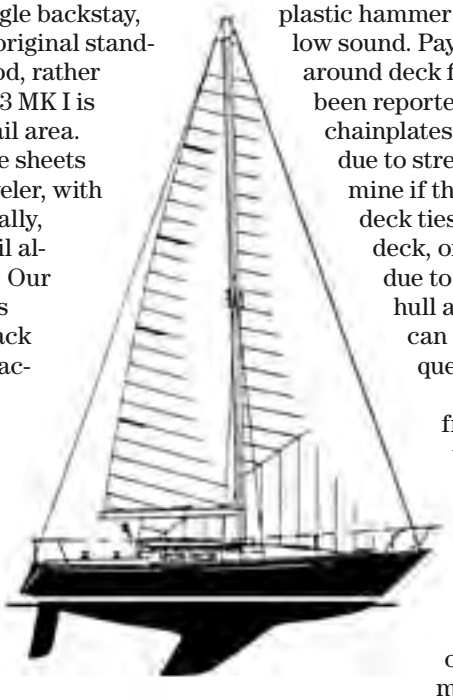
Under way

This boat is a good example of C&C's legendary performance reputation. It is quite stiff and seems to be balanced and very responsive. It points exceptionally well. In heavy air, the boat develops weather helm, but nothing that can't be overcome. She's a great spinnaker boat. On a reach she really performs. Downwind sailing may require some attention to maintain course and speed. It's been noted that the C&C 33 MK I tends to yaw a bit in a choppy following sea. Her pinched ends are the suspect contributors to this phenomenon. Overall, her bad manners are few and her attributes many.

Things to check out

As is the case with all boats with balsa-cored decks, check them carefully to determine if water intrusion and delamination have taken place. This is easily accomplished by tapping the area with the handle of a screwdriver or plastic hammer and listening for that telltale dull, hollow sound. Pay particular attention to areas under and around deck fittings, especially stanchions. It has been reported that the bases of the stainless-steel chainplates have sometimes separated from the hull due to stress. Carefully inspect this area to determine if they need to be reglassed. The T-shaped deck ties, used to attach the bulkheads to the deck, often precipitated deck cracks. This is due to the movement of the deck relative to the hull and bulkheads. These cracks in the deck can allow for water intrusion and subsequent delamination.

The boat was originally delivered from the factory with rod rigging. Over the years, most owners have had this replaced. Have any rod rigging that is still in place professionally examined. As with any boat of this vintage, be prepared for possible breakdowns in the wiring, sail-handling gear, pressurized alcohol stove, and the Atomic 4. All of these are pushing 30 years of use and may be getting tired.



C&C 33

Designer: C&C design group
LOA: 32 feet 10½ inches
LWL: 26 feet 5 inches
Beam: 10 feet 6½ inches
Draft: 5 feet 6 inches
Displacement: 9,800 pounds
Sail area: 514 square feet
Ballast: 4,075 pounds

Summing up

The C&C 33 MK I lives up to its performance pedigree. Its accommodations are roomy, stowage is ample, and it's nicely finished. When new in 1975, the C&C 33 MK I had a base price of $33,500. Nicely equipped boats retailed for about $36,500. In today's marketplace you can pick one up for between $22,000 and $33,000, depending upon year and condition.

C&C 34+

A fast racer/cruiser from the early '90s

by Richard Smith

C&C designs are easily recognized with their somewhat aggressive lines that suggest performance above the average. The C&C 34+ is no exception, and *Intuitive*, owned by Paul and Cheryl Vesetinski, carries the look boldly in her dark blue livery.

C&C Yachts enjoys a hard-won reputation for building strong, high-performance sailboats without neglecting cruising amenities or appearance. The C&C 34 from the late 1980s and early '90s exemplifies that tradition. The boat came in two versions. The 34R, designed with racing in mind, has tiller steering and a more race-oriented cockpit and cabin accommodation, while the 34+ version has wheel steering and a cabin biased toward comfortable cruising. These designs should not be confused with the popular C&C 34 designed in 1977, of which 496 were built.

The design firm of Cuthbertson and Cassian, Ltd. joined forces with Belleville Marine Yard and Hinterhoeller, Ltd. in 1969, beginning a rich history of corporate intrigue and boatbuilding ups and downs. For an extended view of the company history, see Dan Spurr's "The History of C&C Yachts" in the September 2002 issue.

Design

Naval architect Rob Ball was design chief at C&C Yachts for much of its existence. According to Rob, the C&C 34+ hull sections are V-shaped forward for upwind performance and flatten somewhat amidships to gain speed downwind. The stern sections are powerful and full to add sailing length when the boat heels. The 34+ was offered with several keel options: deep keel, shallow keel, wing keel, and keel/centerboard.

The high-aspect-ratio fin keel incorporated a new tip configuration to increase lift without increasing drag, a feature Rob felt would be an improvement on the successful C&C 33. At 12,000 pounds, the 34+ is also relatively light, even for a C&C, with a very low displacement/length ratio of 187; some reviews suggest that the boat is somewhat tender. The R version is lighter by 1,500 pounds.

A perforated toerail (the famous "Canadian picket fence") emphasizes the graceful sheer from the raked stem to the reverse transom and is a trademark of the distinctive C&C look. The deck and coachroof blend into the hull and the hardware, the hatches, and the acrylic portlights are unobtrusive and well thought out. Nothing appears tacked on or improvised. A fine cove stripe helps to visually lower the rather high freeboard.

Paul Vezetinski's 1991 review boat, *Intuitive*, has a well-fitted dodger that complements the smooth and flowing coachroof. The hull looks as up-to-date as any of the newer arrivals in the marina.

Construction

The C&C 34's deck is a Kevlar-hybrid laminate with unidirectional glass in high-stress areas. A lightweight end-grain balsa core provides stiffness and insulation. As with all boats using cored construction, scrupulous attention must be paid to bedding hardware to forestall leaks and problems with water penetration into the core material.

The hull is built up of a biaxial fiberglass and Kevlar hybrid laminate over end-grain balsa core. The gelcoat is Hydrex isophthalic NGP. Additional glass is laid up in high-stress areas. C&C, along with Pearson Yachts, was an early proponent of using a balsa core to increase laminate stiffness and reduce weight and cost.

An inward-turning hull flange receives the cored deck with a layer of butyl tape between the joined surfaces. This assembly is capped with the characteristic full-length anodized-aluminum slotted toerail extrusion

As one would expect on a high-performance boat, there are a lot of lines to tweak, and on *Intuitive* they are all led aft to the cockpit, at left. The C&C 34+ carries its beam well aft to increase offwind speed potential, but a drawback of having the cockpit use all that beam is that the cockpit seats are so far apart that average-size people have difficulty bracing their feet against the leeward seat, at right.

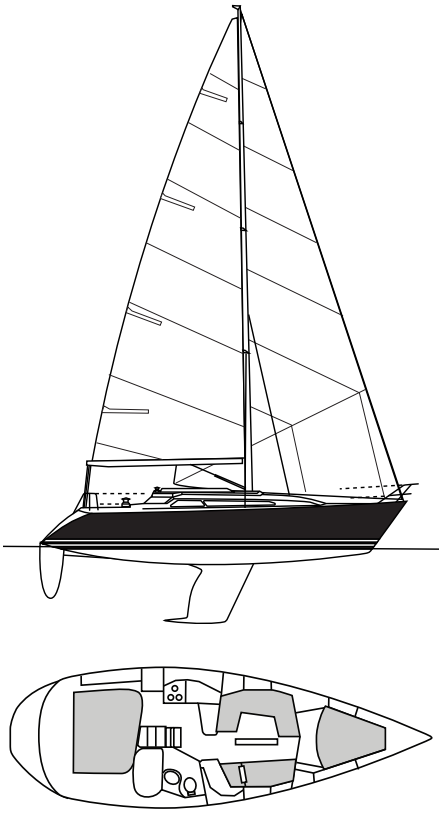
and secured with closely spaced ¼ x 20 stainless-steel bolts.

A fiberglass interior floor module provides added structural support along with teak-faced marine-grade-plywood bulkheads that are tabbed and bonded to the hull.

On deck

The foredeck, narrow as it is apt to be on a close-winded boat, is clean and free of unnecessary gear. Chocks and 8-inch mooring cleats are installed close to the gunwale and the 35-pound Bruce anchor is stowed well outboard in a substantial bow roller. A flush hatch covers the anchor-rode locker. Few obstacles impede crew movement fore and aft as the shrouds and chainplates are well inboard on the sidedecks, where they provide good and convenient handholds amidships.

The C&C 34+ has a keel-stepped mast with a small section supported by triple spreaders. It's tuned with the help of runners, checkstays, and a baby stay. Appropriately, since he sails single-handed much of the time, Paul has the genoa on a Harken furler. Its sheets are led to Barient 28 two-speed self-tailing winches located within easy reach of the helm. Other lines are led aft to clutches on either side of the companionway. The downhaul, Cunningham, second reefing line, outhaul, and mainsheet run along the port side to Barient 21 and 22 two-speed self-tailing winches. The first reefing line, boom vang, topping lift, baby stay, and mainsail and spinnaker halyards are taken aft along the starboard side to a Barient 21 self-tailing two-speed winch. To help organize the potential confusion of such a multiplicity of running rigging on *Intuitive*, two large Sunbrella tail bags are hung on the cockpit bulkhead to contain lines.



C&C 34+

LOA: 35 feet 6 inches
LWL: 30 feet 7 inches
LOD: 34 feet 1 inch
Beam: 11 feet 7 inches
Draft: 5 feet 0 inch or 7 feet 3 inches
Displacement: 12,000 pounds
Ballast: 4,700 pounds
Sail area: 669 square feet
Disp./LWL ratio: 187
Sail area/disp. ratio: 20.4

The cockpit

Seating is comfortable in the T-shaped cockpit, though the benches are not long enough to stretch out upon. A bridge deck strengthens the hull and keeps water from sloshing down below. Stowage space below the hinged gull-wing seat to starboard is voluminous and there's a handy shallow built-in shelf for docklines and small stuff. A split lazarette aft of the large-diameter steering wheel contains additional stowage and the propane bottles. Paul installed an Autohelm wheel pilot and mounted a Garmin GPSMAP 3205 on the binnacle above the compass. A manual bilge pump is handy to the helm.

The depth sounder, wind instruments, and knotmeter are located to starboard of the companionway on the cockpit bulkhead and are easily seen from the helm. Two acrylic ventilation hatches, one over the port quarter berth and the other in the head, are located either side of the companionway where they're well protected by the dodger. One of Paul's next projects — and it's a big one! — is to relocate the mainsheet traveler from its position at the companionway to just forward of the wheel to obtain end-boom sheeting as on the C&C 34R.

After 20 years, some crazing is visible in the gelcoat in highly stressed areas with tight radiuses. Paul says he

The C&C 34+ has quite a plush interior, at left, and the openings in the forward bulkhead expand its spacious feel. While a little short on counter space, the galley, at right, does have a double sink, decent storage, and a gimbaled stove. The private quarter berth is just visible aft. The nav station and head are to starboard of the tall companionway ladder, below, and the dining table surrounds the keel-stepped mast.

has found few blisters on the bottom and he takes care of them as they appear.

Belowdecks

When I asked Paul what led him to the C&C 34+, he said it had a lot to do with the company's reputation for building good boats. As a contractor to Boeing, designing and building special aerospace components to meet exacting requirements, Paul has a practiced eye for good design and overall quality in industrial products. After looking at comparable boats he preferred *Intuitive* but, as often happens, it was his wife, Cheryl, whose enthusiasm for the living space on the 34+ tipped the scales. It's easy to see why.

The accommodations stand in marked contrast to the deck and cockpit where boat handling in difficult conditions at sea and safety for a hard-driven racing crew are given the highest priority. The saloon is not intended as a place for stowing sail bags or eating beans out of a can but as a spacious area for convivial social occasions with all the comforts and conveniences of home.

The wraparound seating (with 28-gallon freshwater tanks beneath, port and starboard) is plush and the dining table can be converted to a double berth. Visually, the galley is part of the saloon. Pressure hot and cold water is on tap at the double sink and *Intuitive* has a three-burner stove with an oven and an electric refrigerator with a freezer compartment. Various storage compartments for food and cutlery add to the carefully planned and well-detailed cabin. A compact navigation station is opposite the galley and provides a comfortable place for the skipper to work, though the nav table is unsuitable for any but the smallest paper charts. A GPSMAP 4208, VHF, and AM/FM radio are close at hand.

The forward cabin feels like an extension of the saloon both visually and functionally — it's easy to imagine kids climbing up into the space and looking down on the adult gatherings below. The double berth (with a 23-gallon freshwater tank below) is lighted and ventilated by an acrylic hatch.

Light entering the long windows in the coachroof sides and deck hatches on either side of the mast makes for a bright cabin, but the acrylic is crazed with age, putting its replacement close to the top of Paul's to-do list. Overhead handholds run the length of the cabin. The trim is teak-faced plywood and solid teak and the sole is teak and holly.

The head is located to starboard of the companionway, where it's close to the cockpit and convenient for hanging foul weather gear. It houses a separate shower, a molded fiberglass lavatory with a 28-gallon holding tank beneath, and recessed cubbies for the shower head, soap, and towels. Large teak-trimmed lockers provide considerable additional storage.

An athwartships queen-sized berth is located to port of the companionway and extends aft, under and around the cockpit seats and well. A hanging locker and seat make this a stateroom, and it has become the Vesetinskis' sleeping place of choice. An acrylic deck hatch and portlights provide light and ventilation. Matching upholstery in this space is visible from the saloon, adding to a sense of spaciousness below.

The engine

Removing the companionway ladder and cover panel reveals the 3-cylinder Yanmar 36M 30F diesel. The compact compartment is well insulated with just adequate intake air provided, making for

an exceptionally quiet engine. The downside is that service access is restricted and requires opening hatches in the head and sleeping areas. The dipstick is on the starboard side of the engine, and Paul has rigged a small mirror so he can check the oil from the front. There are two starting batteries, two house batteries, and a 48-gallon fuel tank.

Under way

Intuitive backed out of her slip with a predictable move to port and we headed out into a Puget Sound only slightly disturbed by light and variable winds of perhaps 5 to 10 knots. In those conditions, the boat moved well and carried her momentum through airless patches. She was not in the least sluggish, coming about smartly with little fuss and sailing within 40 degrees or so of dead upwind. Paul reported that in higher winds weather helm is easily countered by the large wheel that also makes steering from either side convenient.

The PHRF rating for the few C&C 34+ models competing around the country is 99 seconds per mile. A J/34 is around 117, the older Sabre 34 is 144, and the Sabre 36 is 117 to 126. In comparison, the 34+ is a relatively fast boat.

Conclusion

As well as looking for the usual maladies that befall any 20-year-old fiberglass boat, such as soft areas in the deck, failed bulkhead tabbing, blisters, and so forth, a potential buyer of a C&C 34+ should be aware of the balsa core below the waterline. Water penetrating this core as a result of hull damage could have serious consequences. So far, though, the Kevlar composites and modern construction techniques used in the 34+ have stood up to the stress and strain of two decades of hard sailing.

That said, the boat is a C&C and carries one of the finest pedigrees in the business. The 34+ splits its personality between a practical race-worthy deck and an interior that will appeal to those with something less than a total commitment to the rigors of sailing a boat hard in a very competitive size range.

A check of the Internet showed prices for a 1990 C&C 34+ can range from $77,000 to $99,000 depending on condition, equipment, and location.

The contributions made to this review by chase-boat skipper Gerald Riggs and photographer Elizabeth Smith are greatly appreciated.

Richard Smith, a contributing editor with Good Old Boat, *is an architect and has built, restored, and maintained a wide variety of boats. He and his wife, Beth, sail their Ericson Cruising 31,* Kuma, *on the reaches of Puget Sound.*

Resources

Lots of C&C-related information is available at www.cncphotoalbum.com.

Removing the companionway ladder reveals the front of the engine, at left, but the back and sides are harder to get at. Molded fiberglass inner liners are well suited to the head, at right, where the inevitable moisture from the shower, sink, and toilet can damage wooden components.

Comments from C&C 34+ owners

Here's what a couple of former owners have to say about the C&C 34+.

"My wife and I sailed *Yankee Breeze*, the last C&C 34+, for 17 years on Lake Superior and Lake Michigan. She was perfect for us. I liked moving in light air, winning a few club races, cruising in big water, and her ability to handle heavy conditions. My wife enjoyed the comfortable cabin, the secure feel of the boat and, with all the lines coming back into the cockpit, the security of my not running around the deck all the time.

"It's a good-sized boat with excellent small-boat feel. I enjoyed her maneuvering capability under only the furling headsail, and sometimes would sail all the way to the slip.

"We had the wing-keel version with 5-foot draft and didn't feel we sacrificed much in performance. It was excellent for club racing and comfortable in shallow waters.

"We had some keel blistering caused by outside storage in Wisconsin winters, and some minor cabin leaks in heavy rains, but no structural or mechanical problems."

–Bill Sproull, Bloomington, Minn.

"We bought a C&C 34+ for cruising Lake Superior with our two small children and, although that wasn't why we bought her, promptly entered the Apostle Island Race Week. She sailed well and we did better than we expected with a new boat. She was easy and fun to sail and our young kids had no problems sailing the boat and holding a proper course.

"The accommodations worked for two couples on overnighters and on an extended cruise. My wife really liked the layout and the initial stability under sail. The 7½-foot draft was great for Lake Superior but it kept finding bottom in Lake Michigan's shallower waters. With the lake levels lower than ever, cruising options would be limited.

"The athwartships berth took some getting used to, and my wife had a hard time maintaining her seat in the cockpit when heeling. We had some initial problems finding leaks in the deck and with the engine electrical connections."

–Craig Olney, Deer Park, Illinois

Catalina 34

A spacious coastal cruiser

by Tom Wells

Bob Barclay, a professional home inspector, and his wife, Cyndi, owned and sailed a Catalina 28 on Missouri's Mark Twain Lake. While they both agreed that the 28 was a nice boat, they wanted more room on board. When a well-cared-for Catalina 34 became available in nearby Illinois, Bob investigated and was sold on the boat's quality. Since then, *Wind Dancer*, Bob and Cyndi's Catalina 34, has become a familiar sight to the sailors on Mark Twain Lake and the Barclays have been enjoying the boat's spacious interior and good sailing qualities.

History

Frank Butler began his design career in 1966 as co-designer of the Coronado 25 and followed that moderate success with his own Coronado 15 and Omega 14 designs. In 1969, he envisioned a small, swing-keel cruiser that would open up recreational sailing to many more people. The Catalina 22 was born and with it a modern success story: Catalina Yachts. Although Frank had only modest expectations for his 22, it proved wildly popular. Within two years he had introduced the Catalina 27 and by 1976 his landmark Catalina 30 was launched. The Catalina 25 followed in 1978 and the Catalina 36 began production in 1982. Each of these designs was a huge success and they catapulted Catalina Yachts into the forefront of recreational sailboat production.

In 1986, the company introduced the Catalina 34. It had spacious accommodations, satisfying performance, and an attractive price tag at around $45,000. The first boats were produced with a deck-stepped mast, but beginning in 1987 they stepped the mast on the keel. As the design evolved over the years, a sugar-scoop transom that allowed a narrow swim step was introduced and was followed by a walk-through transom in 1989. Engine options also were upgraded. In 1996, the Catalina 34 Mark II was introduced and, while its lines are somewhat different, it retains much of what was learned in the production of the original 34.

Catalina remains one of the most prolific sailboat builders in history and has sold more than 60,000 boats. The company continues to produce a great number of cruising sailboats and currently builds at least 10 models ranging from the Catalina 22 Sport to the Catalina 470. Vice president and partner Gerry Douglas designs most new models these days, but Frank Butler maintains an active role in the company he founded.

Construction

Catalina built the 34 hull using a solid hand layup of fiberglass fabric and polyester resin. Wooden stringers were added and glassed along the bilge to stiffen the hull structure. The fiberglass interior liner runs from bow to stern, with key openings in critical places to provide access below for storage, through-hulls, wiring, and plumbing.

Decks are balsa cored, with plywood core used in higher stress zones, and a low toerail is molded around the perimeter. The hull-to-deck joint is a shoebox arrangement formed by overlapping the downturned deck flange on the mating hull surface with a sealant in between. An aluminum rubrail is fastened with bolts that pass through the deck flange, hull, and liner and are secured with washers and nuts on the inside. Catalina used a trademark tan rubber insert fitted into a slot in the rubrail to cover the bolt heads. A blue cove stripe applied below the rubrail gives the boat the double-stripe look that's a characteristic of Catalinas.

The lead keel is secured with stainless-steel bolts. A fin keel with 5-foot 7-inch draft and a wing keel with 4-foot 3-inch draft were available. The keels were faired with glass and gelcoat. One problem area has been the

The anchor locker, at left, holds a second anchor and rode but makes fitting a windlass difficult. The T-shaped cockpit, at right, allows easy movement around the pedestal. Note the rudder head under the helm seat where it's accessible if there is a need to fit an emergency tiller.

Bob and Cyndi Barclay's *Wind Dancer* is a fine example of the Catalina 34, a handsome boat with pleasing proportions.

bond between this fairing and the underlying lead. Spade rudders were fitted with depths to match the keel configuration. Some owners have reported minor issues with water in the rudder.

Rig

The Catalina 34 rig has single spreaders with single upper shrouds and dual lowers attached to chainplates that penetrate the deck near the cabin trunk. Stainless-steel tie rods attach to the chainplates belowdecks, their lower ends secured through a heavy stringer that runs along the liner-to-hull interface. The tie rods are exposed in the cabin interior. Water leakage at the chainplates and resulting deck core damage is a common issue. Catalina Yachts has made available a redesigned chainplate that provides a much better seal at the deck.

A split backstay connects to chainplates through-bolted at the outboard corners of the transom.

The mainsheet is attached at the midpoint of the aluminum boom and leads to a cabintop traveler mounted over the aft end of the sea hood for the companionway hatch. Maxwell 30 two-speed winches are on either side of the companionway to handle lines run aft. The primary winches are Maxwell 46 two-speed self-tailers. A curved T-track runs alongside the cabin trunk aft of the chainplates for the genoa-sheet lead, and a second T-track is mounted on the molded toerail for outboard sheeting.

Deck layout

The Catalina molded non-skid surface is fairly aggressive. Together with the wide sidedecks, the inboard chainplate location, and teak grabrails along the whole length of the fairly flat cabintop, this makes the deck areas secure for crew going forward and working at the mast.

Between a hatch over the saloon aft of the mast and large smoked-Lexan fixed portlights in the cabin sides, the saloon receives ample light. Dorade vents located just forward of the traveler on either side of the sea hood and three opening ports forward on each side provide ventilation. A large hatch on the forward slope of the cabin trunk provides light and ventilation for the V-berth.

The foredeck is large and open, and the sizable anchor locker provides stowage space for a Danforth-type anchor as well as the rode and chain for a primary anchor. The primary anchor is stowed on a bow roller that's cleverly integrated into the hull molding. A beefy cleat on a shelf at the aft end of the anchor locker provides a secure attachment point for the rode. There is no apparent provision for mounting a windlass, and doing so would require modifications to the locker area and the locker cover.

Mooring cleats of ample size are fitted port and starboard, but there are no chocks, and there appears to be little room to mount them. The stainless-steel bow pulpit effectively encloses the area where the anchor is handled.

Double 3/16-inch coated lifelines attach at the bow pulpit and run through stainless-steel stanchions. The stanchion nearest the aft end of the cabin trunk is braced and the lifelines between it and the stern pulpit can be dropped for dockside access. The stern pulpit is made in two sections with an opening that's filled by a stainless-steel stern ladder in its raised position. A lifeline section with a pelican hook secures the raised ladder to close the opening when the boat is under way.

The cockpit is wide and roomy with seats to port and starboard providing actual sleeping lengths of more than 6 feet. The 40-inch wheel is mounted to a standard Edson pedestal and the T configuration of the cockpit allows access around the wheel to the helm seat aft. The arched helm seat assures secure seating at the wheel when the boat is heeled.

Wide coamings provide fairly comfortable seatbacks as well as

With an abundance of fixed and opening portlights, the saloon is bright and airy, at left. While compact, the galley has everything one needs: a deep double sink, an icebox, and a two-burner stove with oven, at right. A nice touch is the hinged counter section to provide more workspace.

mounting locations for the primary winches. There are convenient cubbies in the coamings for winch handles and other items. Cockpit lockers are located beneath the port and starboard seats, although the aft cabin limits their depth. There is also a locker beneath the helm seat that contains properly vented secure storage for the onboard propane gas supply.

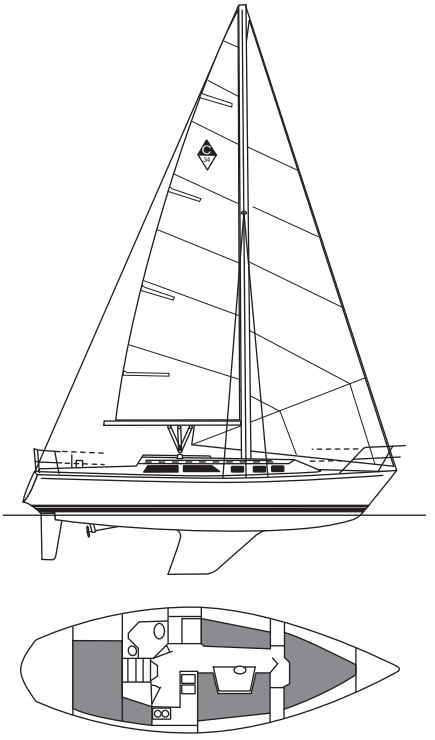
The Catalina 34 has a raised bridge deck at the companionway entrance. In place of the standard dropboards, *Wind Dancer* has custom hinged doors.

Belowdecks

A primary feature of the Catalina 34 is its interior space. Forward, the V-berth is very large and accommodating. With more than 6 feet of length available and with the center insert in place, it's a comfortable berth for two. A hanging locker to starboard, drawers to port, and a wide raised shelf over the foot of the berth provide ample storage.

A teak bulkhead and privacy door separate the V-berth from the saloon, which is open and bright with lots of light from the large fixed ports and overhead hatch. The teak-and-holly sole, teak trim, and teak ceilings on the inner hull surface provide warmth, while exposed white sections beneath the seats and the white headliner prevent it from being overly dark. The keel-stepped mast is at the forward port corner of a teak table that serves a U-shaped settee to starboard. The table drops to convert the settee to a convenient double berth. A straight settee to port provides a single berth.

The navigation station is on the aft end of the port settee, which is also



Catalina 34

Designer: Frank Butler
LOA: 34 feet 6 inches
LWL: 29 feet 10 inches
Beam: 11 feet 9 inches
Draft (fin): 5 feet 7 inches
Draft (wing): 4 feet 3 inches
Displacement: 11,950 pounds
Ballast: 5,000 pounds
Sail area: 528 square feet
SA/Disp. ratio: 16
Disp./LWL ratio: 201
Headroom: 6 feet 3 inches
Fuel: Diesel, 23 gallons
Water: 70 gallons
Holding: 30 gallons

the nav seat. Storage space is provided under the hinged chart-table top and in a cabinet with a louvered door aft of the nav station. Electric panels and the radio are located above the chart table.

The galley lies to starboard and aft of the U-shaped dining area. The forward portion of the galley has double stainless-steel sinks inboard and counter space over the icebox compartment outboard. Hot and cold pressurized water is drawn from a 25-gallon tank forward under the V-berth and a 45-gallon tank to starboard. A folding shelf along the center aisle can be opened to add counter space to port of the sinks. A two-burner propane stove with an oven is mounted along the hull aft of the icebox, and the space above counter level and along the hull contains storage for utensils and foodstuffs.

A door just inboard of the stove provides access to the aft cabin, which is fitted with a dressing seat along the starboard hull near the door and a queen-sized berth that extends athwartships beneath the cockpit sole and the storage lockers.

The head compartment is aft of the nav station and accessed through a door to port of the companionway. It contains a marine toilet on a fiberglass liner platform, a stainless-steel vanity sink with a combination faucet/showerhead, and a teak shower seat. The sole liner in the head drains to a shower sump with a separate discharge, and the toilet discharges into a 30-gallon holding tank.

Headroom is generally 6 feet 3 inches, but a number of bolts capped with acorn nuts on the headliner bear watching if you are very tall.

The nav station, at left, to port utilizes one end of the settee for a seat. A peek into the aft cabin, above, shows a small seat and the portlights into the cockpit footwell. The head, at right, includes a teak seat for seated showers and even a rack for reading material.

The engine is a three-cylinder Universal M-35 diesel located beneath the companionway steps with very good access. With the steps removed, most service points are easy to reach. A side panel in the aft berth provides additional access. The aluminum fuel tank holds 23 gallons.

Under way

Bob, Cyndi, and their son Dylan welcomed my wife and me for a test sail in winds of 10 to 12 knots. As we backed out of the slip we noted moderate prop walk to port, and the Universal diesel propelled the boat nicely and without undue noise or vibration as we motored out of the marina. The large spade rudder provides good directional stability and helm resistance is not excessive.

Under sail, the boat has a very solid feel and feedback through the large wheel is surprisingly good. Tending the mainsail controls requires a second crew because the traveler and sheet cannot be easily reached from the helm position. The primary winches are within the helmsman's reach. When singlehanding in a good breeze, it's best to ease the main to minimize the need to go forward to adjust the traveler. The boat does have a tendency to round up in gusts if the main is trimmed for speed, but a crew adjusting the traveler to meet the gusts can prevent this and keep the boat driving forward.

We put *Wind Dancer* on several points of sail and she performed adequately on each one. The boat will point to around 35 degrees apparent wind before losing drive. On a beam reach with the main and genoa trimmed for speed, the boat romped off at nearly 6 knots under fingertip helm control, and on a run it was well-balanced with very little tendency to roll. While the helm does not have the immediate feedback of a tiller, it's sensitive enough for the helmsman to know what's needed from him. We found the boat fun to sail while it gave us the secure feel of a larger boat.

The Universal diesel is easily serviced from the space just beneath the companionway stairs.

We did not have conditions that could provide a sense of the boat's seakeeping ability, but the solid feel and construction of the boat indicate she will likely do fine in most seas. A Catalina 34 makes a reliable coastal cruiser. Some owners have made offshore passages, including at least one to Hawaii from California.

Many Catalina 34 owners race their boats in PHRF fleets. From the US Sailing listings, a fin-keel Catalina 34 with the standard rig carries an average rating of around 150 seconds per mile, with tall-rig boats rating 141. Wing-keel boats with both rigs rate a few points slower. This makes the Catalina 34 a bit slower than a Hunter 34 at 138 and nearly identical in speed to the C&C 34 centerboard model.

Prices and availability

With so many boats produced, a great many Catalina 34s are for sale at any given time. In early 2012, a quick check found at least 58 available at prices ranging from $29,000 for a 1986 model to $62,000 for a 1991 model. The average asking price for these boats is around $44,000. Parts and support are widely available and the Catalina 34 remains a very popular sailboat.

Tom Wells is a contributing editor with Good Old Boat *(and his musical contributions at the Annapolis boat show have also earned him the title of Troubadour). He and his wife, Sandy, own and sail a 1979 Tartan 37,* Higher Porpoise. *They have been sailing together since the 1970s and look forward to cruising upon retirement.*

Resources

Catalina Yachts
www.catalinayachts.com

Catalina 34 International Association
www.c34.org

Two classic

Certainly not twins, the 33 and 36

The Columbia 36 has a lovely profile at the dock. Her roomy head, above left on facing page.

Our subjects are two sloops manufactured by the Columbia Yacht Company during its heyday in the 1960s when it was the pre-eminent builder of fiberglass production boats. From a company that first carved a niche in the construction of portable outhouses, Dick Valdes and friends developed the Number One fiberglass boatbuilding company long before the likes of Frank Butler and Roger MacGregor arrived on the scene.

The Columbia 36

Though the boats are not twins, the Columbia 36 and 33 share many characteristics and are easily identifiable as Columbia models.

In profile, the 36-footer is a not-quite-sleek, but still comely, version of a traditional 1960s sailboat with rounded chine and a tall freeboard typical of the era. She'll spray water away from the hull, rather than dousing the cockpit crew.

Her cabintop is a slightly-more-than-one-story affair that mirrors many of her contemporaries, with the aft section elevated just enough to increase headroom in the main saloon but low enough to avoid being unsightly.

A massive single-spreader rig towers overhead. She flies oversized headsails and masthead spinnakers and, for the adventurous, a blooper. The massive rig is supported by double sets of shrouds. In comparison with the 33, she has a more modern underbody with a fin keel and spade rudder.

When you step aboard it takes about four seconds to realize that this is a Bill Crealock design. The tipoff? The cockpit sole, though totally watertight, is easily removed, allowing access to the engine from above, a marvelous arrangement for anyone who is changing filters, belts, and the like. If the opening is large enough it's also a joy for anyone who must remove the engine. Like the other 99.9 percent of sailboats on the water, the engine is also accessible from the foot of the companionway.

Though the 36 is only 8 inches wider at the beam than the 33-footer, her girth is more like that of a middle linebacker than a ballerina, though not unfashionably so. The cabin sides are higher than her little sister's, and there's a big step over the companionway to access the companionway ladder. A "Watch Your Step" sign might be in order. The flip side of that is the prevention of water slopping belowdecks.

No encumbrance

The cockpit is a slender area with 7-foot-long seats that are wide and deep with large aft storage areas. The tiller is located at the aft end of the footwell, so it is not an encumbrance, and the aft deck is large enough for a

Columbias

share characteristics

by Ed Lawrence

sunbather. Storage is in a large cave spanning the stern: 2 feet x 4 feet x 30 inches deep.

The absence of cockpit lockers reduces exterior storage but offers more space in the quarter berths. Speaking of space, moving about is easier than it is on today's boats. The cabin is narrow enough to produce 24-inch-wide sidedecks; it's not necessary to tiptoe from cockpit to the bow, and the foredeck is large.

The space down below is a no-compromise, make-yourself-comfortable area in which to lounge, cook, sleep, or play the ukulele. A C-shaped settee is located to port, the galley with propane stove and stainless-steel sink are to starboard.

Elongated galley

C- and L-shaped galleys seem to be the rule these days, but there's much to be said for placing the galley — with its stove, sink, and icebox — lengthwise along one side of the cabin. This arrangement was a favored design feature in the narrower boats of the '60s. For one thing, it reduces the intrusion of 27-inch-wide counters in the main saloon and, if properly equipped, still provides the cook with a safe area in which to operate.

This arrangement allows the crew to sit at a proper table measuring 36 x 42 inches, rather than seating two across the aisle. (A note: the cabinets are enclosed by solid wooden doors. When the boat begins rocking sideways, these doors can produce a cacophony of noise. To stop the knocking, insert tiny shims between them.)

The head and nav station are located forward in what serves as a buffer zone between crew and skipper, whose dominion is the forward stateroom. The head is large enough in which to open up the *New York Times* or shower, shave, and attend to other personal matters. Similarly, the nav station is a nicely appointed area

Two views of the interior of the Columbia 33 at right. Both the 36 and the 33 have the long galley on the starboard side and an, otherwise traditional, layout. The 33 gives up space in the head and sacrifices the nav station for a small table.

Columbia 36

Designer: William Crealock
LOA: 35 feet 9 inches
LWL: 28 feet 3 inches
Beam: 10 feet 6 inches
Draft: 5 feet 5 inches
Displacement: 12,000 pounds
Ballast: 5,000 pounds (lead)
Sail area: 557 square feet
Headroom: 4 feet 4 inches

in which the person responsible for piloting the vessel can work. The chart table is a 27-inch square platform surrounded by bookshelves.

Aft, quarter berths on both sides of the hull are 28 inches wide and 7 feet long. They offer a modicum of storage for storage-hogging-but-rarely-needed items such as paper towels and the like.

The Columbia 33

This nifty cruiser has an interior layout similar to that of the Columbia 36. The big difference (because of her earlier design) is her traditional underbody with a full keel, attached rudder, and a centerboard which takes her draft from 3 feet 6 inches to 7 feet. She was designed by Wirth Monroe, a noted Floridian who produced a number of designs that did well on the Southern Ocean Racing Conference (SORC) when, in the 1960s and '70s, that series was considered the major league of amateur sailboat racing. The 33 was designed and built between the years 1963 and 1965, while the 36 was designed and built between 1969 and 1973.

The layouts are similar: a long, slim cockpit that's large enough for the cruising crew, tiller, and scuppers to drain the occasional rogue wave. Seats are 9 feet long and 16 inches deep, with 14-inch backrests, so they provide excellent support on a long reach. Three steps down the companionway provide access to an arrangement that is a cookie-cutter version of the 36 but smaller: settee and table to port, long galley to starboard with a 4-burner stove and sink, 20- x 22-inch working surfaces, and icebox situated in cabinetry below. Cabinets outboard are enclosed by wooden doors. This adds to the ambiance as do bookshelves on both sides of the hull. There's no nav station; a cocktail table is substituted. This can be lowered to produce a kiddie-sized berth.

The trend in modern production boats is to produce dance-floor-sized spaces belowdecks. That's not the case with these older boats, which tend to be narrower than their contemporary counterparts. Nonetheless, settees are 40 inches long, large enough to seat four adults, though the space is reduced by a table. There's plenty of headroom.

As you might expect on a 33-footer, the head is narrow (30 inches wide) and fitted with just a toilet and sink. Since the sink is located under the deck, those who are brushing their teeth risk banging their heads on the overhang.

Columbia 33

Designer: Wirth Monroe
LOA: 33 feet 1 inches
LWL: 24 feet 0 inches
Beam: 9 feet 10 inches
Draft: 3 feet 6 inches to 7 feet 0 inches
Displacement: 11,000 pounds
Ballast: 4,200 pounds
Sail area: 476 square feet
Headroom: 6 feet 5 inches

One can sleep well

The V-berth is a large double measuring 6 feet on the centerline; at least one of the two occupants should have a good night's sleep. As with boats of this era, the anchor rode is stored in the bow. If a dirty chain comes aboard, the compartment will smell like a beach at low tide.

A history of Columbia Yachts was published in *Good Old Boat* in May 2002. This is the short version. Dick Valdes, who formed Columbia, started his sailing career as a Sea Scout. The skipper of the fleet was an expatriate Dane, named Paul Johnson. Dick helped Paul in the construction of a 35-foot sloop in Paul's back yard, and a career was in the making.

Dick learned to sail by hitching rides on a number of raceboats, including the famous *Santana*, owned by Humphrey Bogart. "Bogie used to warn us that we might hear some blue language during the day and that we

should forget it when we returned to the dock," Dick recalls.

During a stint at UCLA, where he studied engineering and business, Dick built a Viking Senior and became a big man on campus by virtue of sailboat ownership. He left UCLA in 1957 and took a position at the Fiber Resin Company, which was designing tools and epoxy parts for the aircraft industry.

"Joe Thompson, who owned the company, wanted to get into the marine business. Since I was the only person in the company with any experience, he put me in charge," Dick says.

Tough sale

A year later, he and Maurie Therinen formed a company that specialized in the construction of fiberglass parts. "It was a tough sale," he recalls, "because people used to say that if God wanted fiberglass parts, He would have built fiberglass trees." Operating as Glas Laminates, the duo began fabricating outhouses (portable restrooms, as he calls them) and the first patented fiberglass shower stalls and shower pans.

Eventually gravitating toward the boatbuilding business, their first sailboat was the Islander 24. This was followed by the Columbia 29.

Aside from building boats ranging in size from 24 to 50 feet, perhaps their most fortuitous venture was the development of the fiberglass interior. "We were building hulls and decks of fiberglass and marrying them, but we still had carpenters building wood interiors," Dick says. He took a great leap forward, and the world changed.

"That method reduced the labor cost of building an interior by 30 percent," he says, "so we dropped our prices accordingly and commandeered the marketplace."

With some searching, Columbia 33- and 36-footers can be found in the used marketplace, along with their contemporaries, the Cal 40 and Ericson 35. Expect to pay, for either boat, between $18,000 and $30,000, depending upon the condition.

Though the Columbias are more cruise-ready than a Cal 40, they are capable of making 150-mile-a-day passages, the standard when they were built. Given a clean hull and new sails, either boat will perform to her expectations.

En route, the crew will be comfortable, whether lounging in the spacious cockpit or napping belowdecks.

The new corporation

With Dick Valdes' blood flowing in his veins, it was inevitable that Valdes' son, Vince, would attend UCLA and become a boatbuilder. The new Columbia Yacht Corporation was incorporated in September 2001 by Vince and Justin Wallin. Unlike manufacturers who bought the names of defunct organizations and traded on those reputations, this company's ties to its predecessor are for real. The first product introduced was the Columbia 30 in 2004.

As a child, Vince worked with his father in various boatbuilding firms, at boat shows, and as a teacher showing new owners how to sail. In addition to this new venture, he recently completed the restoration of the Columbia 5.5-Meter he has owned since he was 15.

Following graduation from UCLA, he spent 10 years in the world of high-stakes finance as a bond trader. Co-founder Justin Wallin received an MBA at the University of Southern California, after which he became a strategic planner for Fortune 250 firms. In preparing to launch the enterprise, the duo spent six months constructing a business and marketing plan that validated their assumption that a market exists for a sporty, user-friendly, trailerable sailboat. That resulted in an influx of cash from investors, including Dick, who has been involved in the operation since its inception and typically spends Fridays at the plant.

The Columbia 30 is a sportster that manages to bridge what, in many cases, is the broad chasm between conventional production boats (performance cruisers) and purpose-built racers. In addition to collecting more than her fair share of trophies on the racecourse, she offers creature comforts adequate for overnighting.

Contessa 32: A talented aristocrat

by John Vigor

A CONTESSA 32 NAMED *ASSENT* was fated to go down in nautical history when she was the only yacht in her class to finish a race marred by a storm so bad that five boats sank, 19 were abandoned, and 15 competitors were drowned. It was the infamous Fastnet Race of 1979, in which 303 yachts were overwhelmed by 65-knot winds between England and Ireland.

Assent's success assured her, and her British designer, David Sadler, of instant fame. Sales of the already-popular racer/cruiser soared, and the boat became the subject of intense scrutiny by safety committees and experts interested in finding out what made her so seaworthy. The fascinating fact was that the Contessa 32 was a fin-keeler with a detached rudder set on a skeg, not the kind of full-keeled design traditionally associated with good seakeeping.

She turned out to be a very moderate boat, a clever transition between the traditional heavy-displacement Bristol Channel cutters or Falmouth Quay punts and the modern lightweights which were designed to the IOR rule, with lots of beam and high centers of gravity.

David Sadler created a boat with a displacement-to-length ratio of 310, which placed her firmly in the medium-displacement class. Her beam was quite narrow — 9 feet 6 inches on a 24-foot waterline — and her center of gravity was kept low by a draft of 5 feet 6 inches and a ballast keel weighing 4,500 pounds. That's a whopping 47 percent of her total designed displacement.

So the Contessa 32 ended up with a very wide range of positive stability, plus the promise of a quick recovery in the event of a 180-degree capsize. And, as competitors in that ill-fated Fastnet Race discovered, even the most seaworthy of yachts can be turned upside down by a plunging breaker that is big enough. Under survival conditions, ultimate stability, (the speed with which a boat will pull herself upright after a capsize) becomes of more importance than initial stability, which storm waves can and do overcome.

It was difficult in those days for the traditionalists to accept that a fin-and-skeg boat could be as seaworthy as a full-keeled Colin Archer or a pilot cutter. In fact, to this day there are people who won't have it. But what *Assent* proved in practice, Tony Marchaj and other marine researchers proved in theory, namely, that there is nothing inherently unseaworthy about a correctly-designed fin-keeler.

The difference between a Contessa 32 and most other fin keelers, of course, is that she is deep and narrow, whereas they are shallow and wide. Shallow and wide usually translates into more speed than deep and narrow. It also provides more room down below. It's lighter, and cheaper. So, naturally, it's more popular with the builders and the public who buy from them. Most people, after all, are happy to trade a bit of seaworthiness in return for more speed and accommodation. Only those who want to cross oceans or sail in all conditions with an easy mind will appreciate the extra seaworthiness the slower, more cramped Contessa 32 provides.

Basic design

This boat was touched by magic from the start. When she was introduced to the public at the International Boat Show in London in 1973, the Contessa 32 walked away with the coveted Boat of the Show Award. Her builders, the Jeremy Rogers Boatyard, in Lymington, prepared for the rush, and

Contessa, **Gerry and Allan Hodge's Contessa 32, above, sails in the San Diego area. Richard Whitehouse's *Ceres,* at right. Richard sails in the area of Pamlico Sound.**

The interior of *Contessa* shows a U-shaped galley to port and a main saloon with a narrow double-berth to port and a single to starboard. A dedicated navigation table is opposite the galley. Allan says, "It's sparse below, but easy to keep clean, and everything you want always seems to be where it should be."

between then and 1982 they turned out more than 700 boats.

At the same time, however, the Contessa 32 was being built under license in Canada by the J. J. Taylor company in Ontario. Their production run ended in 1990, by which time 87 Contessa 32s had been built. Many of them have since found their way to the United States.

She was designed to do well in offshore races organized by the British Royal Ocean Racing Club (RORC) and, while her fin-and-skeg underbody made her reasonably fast, it was her reputation for seaworthiness that really got the attention of long-distance cruisers. It has been calculated that she will heel over to 157 degrees from the vertical before she loses the ability to right herself.

Besides finishing the 1979 Fastnet Race, Contessa 32s have been used for a singlehanded circumnavigation and a double-handed rounding of Cape Horn the "wrong way" — against the prevailing storm winds.

Although she is technically a fin-keeler, the Contessa 32's fin is quite large in area by today's standards, and extends a long way fore and aft. It's as if one of Ted Brewer's trademark "bites" had been taken out of the aft end of a full keel, leaving a truncated long keel and a stubby little skeg. The skeg runs the full length of the rudder, making it a very strong installation, and the rounded, cut-away forefoot of the keel makes her reasonably easy to manage downwind. The bottom of the keel is flat for several feet, so she can dry out against a harbor wall or post without too much fuss.

She appears to have a straight sheerline but in fact there is just enough spring to the sheer to prevent her from looking humpbacked, and the lowest part of the gunwale lies slightly forward of the cockpit.

The Contessa's cockpit is quite long and comfortable. High coamings provide excellent shelter at the helm, and a strong bridgedeck separates the cockpit well from the main saloon. Access to the clear foredeck is reasonably easy, thanks to wide sidedecks.

> *"The fascinating fact was that the Contessa 32 was a fin-keeler, with a detached rudder set on a skeg . . . "*

A tiller was the standard fitting, but a wheel was offered as an option, and most owners seem to have taken the option, not because steering with a tiller was difficult but because a wheel frees up more cockpit space.

Accommodations

You'll notice the difference between a British-built Contessa 32 and a Canadian-built one in the accommodations. Both used the same basic layout, but while British boats were finished completely in wood down below, the Canadian manufacturer used white fiberglass moldings trimmed with wood.

The interior is cramped by modern standards, although trading interior space for seaworthiness is not a bad plan in a long-distance cruiser. In any case, this is a boat for one or two people, no more — except, of course, for weekend sailing.

Headroom varies from 6 feet 1 inch to about 5 feet 10 inches. There's a chain locker and V-berth up forward, followed by a head to port and a hanging locker to starboard. The main saloon has a narrow double-berth to port and a single to starboard. The U-shaped galley lies to port, and opposite there is the luxury of a dedicated chart table, although the navigator must sit on the head of anyone sleeping in the quarterberth tucked in behind it. Incidentally, that makes six berths in all — four too many for long-distance cruising if you wish to retain your sanity.

Most Contessa 32s were fitted with diesel engines of decent size, starting with the 24-hp Farymann, and changing over at intervals to the 20-hp Bukh, the 28-hp Volvo, and the 27-hp Yanmar. Owners of Contessas with engines of 12 hp or less complain about lack of reserve power.

The rig

She has a single-spreader masthead sloop rig that could be converted to a cutter for cruising or rule-cheating purposes, but is otherwise unremarkable. Her mainsail has a high aspect ratio, efficiently tall and thin, and her foresail area is large, so you'll need powerful, easily managed sheet winches in the cockpit.

It's obviously a strong rig. Several Contessas sailing in marginal conditions have dipped their masts under water and survived with the rig standing, but you'd want to replace the whole gang of rigging as a matter

Headroom in the Contessa varies from 6 feet 1 inch to about 5 feet 10 inches. Views here are of Gerry and Allan Hodge's *Contessa,* at left, and Richard Whitehouse's *Ceres,* at right. Both are J. J. Taylor boats and show that builder's trademark fiberglass interior moldings trimmed with wood.

of principle before leaving on an ocean voyage.

The main boom is short, barely overlapping the forward end of the cockpit, which results in an awkward sheeting position just aft of the companionway entrance. On a cruising boat, a longer, heftier boom might enable the mainsheet track to be set up well aft, clear of the helm and crew.

Performance

Good all-round performance is the hallmark of this Sadler design but, as already noted, she gets an A+ for heavy-weather work.

Declan Mackell, who sailed *Sean-Ois* around the world singlehanded between 1979 and 1983, reported a day's run of 186 miles between the Canaries and Barbados. She really shouldn't have done better than 157 miles, because her theoretical maximum hull speed is 6.56 knots, but sometimes there's a little magic that helps the Irish do better than other mortals. In any case, this boat is no mean performer under twin running sails in the trades.

Known weaknesses

- You'll need to figure out how to carry more fresh water, since the water tank encapsulated in the keel holds only 15 imperial gallons.
- The double berth to port is really a wide single. Don't get any fancy ideas.
- Check the chainplates. There have been reports of failures.

Owner's opinion

British physicist Alex Nichol owned a Contessa 32 called *Royal Crescent* with a partner for 18 years, sailing *Royal Crescent* out of Parkstone Yacht Club in Poole, Dorset. His cruising grounds encompassed the English Channel and the French coast from Cherbourg to the mouth of the Loire — an area known for sudden storms and short choppy seas.

"It's a very strong and seaworthy basic design," he says, "but for long-distance heavy work some reinforcement of the bow is required. We had a pair of extra foam stringers molded in from the head compartment forward."

> *"... there is nothing inherently unseaworthy about a correctly-designed fin-keeler."*

He advises buyers of used boats to check and possibly strengthen the shroud plates. "The other point of weakness is the forestay tack fitting — this is a ⅜-inch stainless-steel U-bolt, and ours just broke one day in quite moderate weather. It was what the metallurgists call a 'corrosion crack,' where a tiny superficial crack at deck level corroded and then failed. We had a new fitting made to wrap over the stemhead and bolted it through."

Royal Crescent's mast developed corrosion under the fittings just above deck level after about 12 years and was replaced as a precaution.

Alex detected no sign of osmosis in the hull, even when the boat was approaching 20 years of age. "The rudder is on a very heavy skeg and should give no worries. We had some work done at 16 years, but that kind of thing is to be expected. A point to note, however, is that if you do have to do anything to the rudder or engine shaft, you have to start by cutting off the bottom tip of the skeg, where it wraps around below the bottom of the rudder, so as to get at the deeply embedded lower pintle."

Royal Crescent points well, tacking through just under 70 degrees with the original #1 genoa. She starts to get weather helm at about 15 knots of windspeed, Alex notes, but it's easily cured by reefing. "You should reef the mainsail first. Then she will re-balance and go faster. A second reef in the mainsail, with a suitable foresail, makes her easy to handle in any wind up to Force 7." He once beat 70 miles across the channel in a Force 7 wind. That's 28 to 33 knots, and officially described as a "near-gale."

"We got caught in Alderney by a northeasterly blow that came up from nothing, and we had to get back to Poole. We hoisted a double-reefed main and a small jib. She just loved it, and we were sailing past other boats of similar size which were wallowing — probably because they were overcanvassed."

Alex feels it pays to reef the Contessa early. "Indeed, our boat would sail to windward very happily on just a foresail — a flat-cut, rather heavy #2 genoa designed for roller reefing."

The Contessa's performance under headsail alone is exceptional.

"One day we were going from Treguier to Lesardrieux through the Passe de la Gaine and Moisie channels. It was a dead run down the Gaine, so rather than have the mainsail blanket the foresail, and have the mainsail jibe back and forth, we put up just the #2 genoa. It was then a nice reach into the Moisie under just that sail, so we left it. We came around into the Grand Chenal to Lesardrieux and I said: 'Let's see if she'll lay it.' And she did — overhauling a lot of French boats that were beating and wondering how on earth we were doing it."

According to Alex, the Contessa's galley is adequate for extended cooking while living on board, and well placed for use at sea.

He also feels the cockpit is about the right size for ocean work, although it gets rather wet during a beat to windward in a blow. "By modern standards, the Contessas are low in freeboard."

Royal Crescent had a Yanmar, single-cylinder 12-hp diesel engine, which Alex found a little lacking in power. "I would prefer a little more power in reserve and two cylinders. The 18-hp Bukh is reckoned to be the best of the various ones installed as standard. The Yanmar's great merit was an incredibly low fuel consumption — about 4 or 5 hours to the British gallon."

Finally, one of Alex's favorite cruising anecdotes:

"We were sailing in the Morbihan (northwest France) between the two major islands, where the direction of buoyage is not obvious. We knew where we were and had a large-scale chart. Halfway, near a channel buoy, we came upon a large French yacht on the wrong side of it, hard aground — and apparently trying to haul himself even further aground with a kedge.

"As we came up, he made great gesticulations, pointing at the buoy and waving us to pass well on his side of it. As we complacently slid by on the other side, realization hit him. A great cry of 'Merde!' came across the water."

Contessa 32
In short

Designer: David Sadler (1972)
LOA: 32 feet 0 inches
LWL: 24 feet 0 inches
Beam: 9 feet 6 inches
Draft: 5 feet 6 inches
Displacement: 9,500 pounds
Sail area: 562 square feet
Ballast: 4,500 pounds, lead
Spars: Aluminum
Auxiliary: Diesel, 12 to 28 hp
Designed as: Ocean racer/fast cruiser.

In comparison

- **Safety-at-sea factor:** 9 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** PHRF rating 189. Fast for a cruiser, but slower than modern raceboats.
- **Ocean comfort level:** One or two adults in comfort; two adults and two kids in less comfort. In racing trim (no comfort) she sleeps five.

The Contessa has a long and comfortable cockpit with coamings and a strong bridge deck. Most owners opted for a wheel, such as the one shown above left on Allan Hodge's *Contessa*, although a tiller was offered as standard equipment. Sidedecks are wide, providing access to the foredeck. As pretty out of the water as on it, *Ceres*, above right, shows a fin keel which is quite large in area by today's standards, extending a long way fore and aft.

Contessa 35

The 1970s-era Contessa 35 was designed by Doug Peterson to the IOR and goes upwind like a freight train.

The big sister to a pair of classic cruisers is one Tough Old Bird

by Herb McCormick

Whether they've actually sailed one or not, most sailors have a soft spot in their hearts for the classic Contessa 26 and 32. For their relatively diminutive size, both have registered more than their fair share of notable journeys. The Contessa 26, *Varuna*, was the platform aboard which young Tania Aebi circumnavigated the globe in the mid-1980s, a solo rite of passage that's the subject of her book, *Maiden Voyage*.

Like the 26, the Contessa 32 was designed by David Sadler and brought to existence by British builder Jeremy Rogers (though Tania's 26, a later version, was built by J.J. Taylor in Canada). It also recorded some well-chronicled voyages: Willie Ker completed the infamous, deadly 1979 Fastnet Race aboard his 32-footer, *Assent*, the sole finisher of 58 entries in the decimated small-boat class. And in 1984, sailor and writer John Kretschmer took his Contessa 32, *Gigi*, on an epic trip from New York to San Francisco, the account of which is the topic of his book, *Cape Horn to Starboard*.

Not every sailor, however, is aware that the Contessa franchise did not end with those low, sleek, well-known siblings. The Contessa 35 was conceived as a racer, rather than a cruiser, but like so many 1970s-era, performance-oriented designs, she's stood the test of time and today can serve double duty as a fun club racer and a very serviceable coastal cruiser with the strength and gumption to handle an occasional offshore foray.

Background

These days, Contessa 35 designer Doug Peterson is recognized as one of the legends of modern yacht design. An America's Cup winner with Bill Koch's America Cubed syndicate in 1992, Doug also designed America's Cup boats for Team New Zealand and Italy's Prada group. Beyond that lofty arena, Peterson raceboats have been winning regattas for more than three decades, and his Peterson 44 is a fantastic long-distance cruiser that's well respected in the cruising community. But his career was launched with a radical — for its time — yacht called *Ganbare*, which took the racing world by storm in 1973 when Doug sailed it to Sardinia and throttled the competition in that year's One-Ton world championships.

Jeremy Rogers remembers his first encounter with Doug: "He was almost penniless, having only just managed to bring the boat across 'the pond,' and his somewhat hippy and decidedly untidy appearance did not go down at all well with the very smartly dressed Italians. We had taken our Sparkman & Stephens-designed *Thunder* to the series and, although we did moderately well with this heavy-displacement boat, it was immediately clear to us that a *Ganbare* derivative would show the way for the future of yacht racing. She was that innovative and exciting. So we commissioned Doug to design exactly that for us. He was extremely glad to oblige!"

Jeremy and Doug became good friends and launched a creative collaboration that lasted for almost 10 years and produced two other Contessas — a 39 and a 43 — that competed in the Admiral's Cup. But first came the 35, a boat that was light for its time and which, like *Ganbare*, featured a tall masthead rig and a "pin-tailed" stern that was looked upon kindly by the IOR rating rule of the day. "I sailed my

Resources

Jeremy Rogers Limited
<http://www.jeremyrogers.co.uk>

Author Herb McCormick joined Charlie and Mary Zechel on their final sail of 2006 when they delivered *Tough Old Bird* from Jamestown, Rhode Island, to Fall River, Massachusetts. As Mary demonstrates in the bottom photo, the boat handles well with a tiller, but an extension is highly recommended.

The Contessa 35's IOR-influenced pin-tailed stern, at left. Halyards are led through turning blocks to winches and cleats on the coachroof, below center. *Tough Old Bird's* sprit for setting asymmetrical spinnakers, at bottom.

prototype production Contessa 35, *Gumboots*, to overall victory in the 1974 One Ton Cup Series in Torquay, England," Jeremy remembers, "and my order books were filled for several years after that." The production run for the Contessa 35 lasted from 1974 to 1980, with two versions produced from the same hull mold: a flat-out racer with dual cockpits for the helmsman and crew and a minimalist interior, and a cruiser/racer with a single cockpit and full accommodations below. Jeremy built around 15 of the racing model and about 120 cruiser/racers.

> "The primary winches for those headsails are a tad undersized; you can skip your Nautilus workout after a windy beat to weather on the 35."

Performance

Charlie and Mary Zechel are great folks to go sailing with. Charlie, executive director of Boston's Community Boating <http://www.community-boating.org>, is a seasoned racer and cruiser with a talent for getting the most out of a vessel. Mary is also an accomplished sailor with a great touch on the helm. So the Zechels didn't need to ask twice last October when they invited me for the season's final sail aboard their Contessa 35, *Tough Old Bird*, from their mooring in Jamestown, Rhode Island, to their boatyard in Fall River, Massachusetts.

Our ultimate destination was north via Narragansett Bay, and we had an ideal day for the trip with a solid southwesterly breeze of 16 to 18 knots gusting up into the 22- to 25-knot range. Just so we could get a feel for the boat — hull number 22, a cruiser/racer version — we decided to take a few tacks upwind before bearing off to our proper heading. Like most boats of its era, the Contessa 35 sports a high-aspect mainsail in a sail plan that relies heavily on big, overlapping headsails for power and drive. As I was soon to learn, however, the primary winches for those headsails are a tad undersized; you can skip your Nautilus workout after a windy beat to weather on the 35.

Once we'd dropped the mooring, Charlie and Mary tucked a single reef into the fully battened mainsail and

The Hall QuikVang makes it easy to shape the mainsail, at right. A rigid vang has the added benefit of supporting the boom when the sail is lowered. The instrument pod is visible from the helm. Tensioning the check stay to adjust sail shape, at bottom.

rolled out about three-quarters of the 135-percent genoa, then they handed me the tiller. Let's put it this way: I was instantly impressed. There was a pretty good chop in the harbor and the 35 just shouldered into it, making a steady 6 knots. The boat felt extremely close-winded and the tiller was light and balanced, with just the slightest hint of weather helm. From my perspective, sitting up on the windward coaming with a clear view of the telltales, the boat was a lot of fun to steer.

But *Tough Old Bird* really came into her own once we cracked off and began what turned out to be a "jibe-fest" to Fall River. Dead downwind, with the mainsheet eased all the way, she reveled in the conditions, making a good 7.5 to 7.7 knots. When we came up on a beam reach to round the northern tip of Conanicut Island, it got even better, and we fairly flew along, making anywhere from 7.9 to 8.5 knots. It was really effortless sailing. And while it's always better to test a boat in steady wind, I got the impression — and Charlie and Mary confirmed it — that the boat would also be a stellar performer in light air. It's one of those boats that feels strong and slippery at the same time.

PHRF ratings for the 35 range from 108 to 116 seconds per mile. For comparison, a J/35 rates just 72, a Sabre 36 rates 117 in its largest fleet on Lake Michigan, an Irwin Citation 35 about 150, and an Island Packet 35 (a heavy cruising boat with no racing pretensions) rates in the 180s in several fleets around the country.

> "The focal point of the Contessa 35 deck layout — to me, at least — is the long, user-friendly cockpit, which in many ways was also ahead of its time."

Deck layout

The focal point of the Contessa 35 deck layout — to me, at least — is the long, user-friendly cockpit, which in many ways was also ahead of its time. It's deep and self-bailing and there's abundant room to drive, trim sails, or even stretch right out with little chance of bumping into another crewmember. The boat came with a choice of wheel or tiller (which is what *Tough Old Bird*

To starboard of the companionway ladder is a quarter berth and nav station, at left. The head is small, below left. Being a British-made vessel, the toilet is a vacuum Lavac, one of the most trouble-free.

has). The tiller would be my choice as the boat is responsive and maneuverable and doesn't require the extra leverage a wheel provides. A tiller extension is mandatory, however. An Autohelm tillerpilot handles self-steering chores.

The double-spreader, keel-stepped Stearns aluminum mast is amply supported and tuned by rod rigging, a Navtec hydraulic backstay adjuster, and a removable checkstay set up on its own hardware just forward of the spar. *Tough Old Bird* is equipped with Schaeffer Battslides for the big, full-battened main, which made hoisting and dropping the sail fast and hassle-free. All halyards and reefing lines are led to a series of Lewmar winches atop the low-profile coachroof at the base of the mast, where the business end of the Hall QuikVang mechanical boom vang also resides.

Though the Zechels employ their boat strictly for cruising, the previous owners raced it extensively, and a lot of their on-deck gear is a reflection of that. The primary sheet winches are Italian-built Antal 22S self-tailers, and the two-part mainsheet system, with coarse and fine trim, is also from Antal. "They make very durable gear," Charlie says. The traveler system is by Harken and there's a very handy adjustable sheet-lead system for making easy headsail tweaks on the fly. The genoa is set or stashed off its Furlex roller furler. The former owners fabricated a 'sprit pole on the bow for flying asymmetrical cruising spinnakers.

The sidedecks are wide and accessible, and footing is made more secure by a husky aluminum toerail. There's a serviceable instrument pod above the companionway that is clearly visible from the helm. The 10-gallon propane tank is situated in a dedicated locker at the rear of the cockpit. A drop-down swim ladder off the transom completes the package.

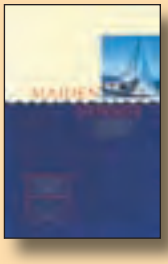
Accommodations

The Contessa 35 has a very traditional layout below. There's the standard V-berth forward with lots of stowage space beneath it, followed by the head (Lavac toilet) to port, and another big stowage area — with shelves, drawers, and a generous hanging locker — to starboard. The saloon is comfortable with a pair of long settees sandwiching a central dining table and two snug honest-to-goodness pilot berths above the settees (one of the pilot berths on *Tough Old Bird* has been compromised by the addition of a holding tank). Two water tanks under the settees hold about 25 gallons of water; fuel tank capacity is about 12 gallons.

> "It's a no-nonsense yacht. Don't get me wrong, I found it a joy to sail, but when all was said and done, I knew I'd gone sailing."

The U-shaped galley to port of the four-step companionway ladder is compact, but serviceable, with a Sea Frost 12-volt refrigerator and a Plastimo Neptune 2000 propane range and oven. As in keeping with the general theme, there's good stowage an arm's length away. The navigation station to starboard is also well laid-out with a forward-facing seat and chart table and a handy bookshelf. There's plenty of room

For further reading . . .



Maiden Voyage, by Tania Aebi, is still available for purchase, but John Kretschmer's *Cape Horn to Starboard* is out of print and more difficult to find. *Good Old Boat* can help you locate either book. Call us: 701-952-9433. Or visit the Good Old Bookshelf: <http://www.goodoldboat.com/bookshelf.html>.

The U-shaped galley in the port quarter has the essentials: refrigerator, sink, and propane stove/oven.

for instrumentation, as evidenced by the GPS unit and Raytheon R10X radar display. A quarter berth aft of the nav space makes a good sea berth.

The auxiliary is a Yanmar 27-hp diesel engine and the boat's electrical power is supplied by a series of five small AGM batteries under the quarter berth. The engine has good access via a big door behind the companionway and through a port in the quarter berth area.

Construction

Other than the fact that the boat was laid up using isopthalic resin — which was far from the norm in the mid-1970s and which helped guard against hull blisters — there's nothing fancy about the construction. While balsa core was employed in the deck's construction, there's no core in the solid fiberglass hull layup, though Jeremy Rogers says the floor frames in the boat's interior grid were foam-cored.

"We pushed the loads out from the bottom of the boat," he notes. "There are stringers in the topsides, and all the interior furniture and fittings are bonded in. Structurally, the boat is very, very strong."

The boat is externally ballasted with a lead keel bolted through transverse floors bonded to the inside of the hull to distribute keel loads. The bilge is shallow with a small sump. Yacht designer Bill Lee calls such arrangements "bean-can sumps," presumably for what can be stored therein. There's no skeg, and the rudder is a separate, free-standing blade. The two-bladed feathering propeller is housed in what Jeremy calls a "P-bracket." The bottom of the boat has a fairly flat run.

Summing up

The Zechels have a nickname for their boat: "The Beast." I understand where they get it, as a delicate flower she's not. Especially on a windy day, you need a bit of elbow grease to address sail-handling maneuvers and everything about the boat is robust to the point of being almost industrial. It's a no-nonsense yacht. Don't get me wrong, I found it a joy to sail, but when all was said and done, I knew I'd gone sailing.

Over the years, the Contessa 35 has held its value in the used-boat market, particularly when you consider that a new boat, in the mid-1970s, fetched about 25,000 British pounds. The Zechels paid about $40,000 for their boat, though a quick surf of the Internet revealed quite a disparity in pricing. A pair of 35s in Europe had list prices of 55,000 and 69,500 Euros ($76,000 and $96,000), respectively, which seems very dear. A well-equipped 35 in the Dominican Republic had an asking price of $45,000, which Charlie says is the ballpark figure he sees when boats come on the U.S. market, though a listing in a San Francisco sailing magazine several months ago had an asking price of just $30,000. "I'm not sure why, but they cost more overseas," he says. "We clearly need to sail ours over there if we ever decide to sell!"

That said, it's not necessarily easy to find a used model, which always tells a lot about how owners regard their vessels. Strong and quick, the Contessa 35 is yet another well-built, well-designed old racing boat that may have a lot of miles under the keel but surely has many more to go.

Herb McCormick is a career sailing writer and editor whose work has appeared in magazines and newspapers around the globe. He's the former editor of Cruising World *and has been the sailing correspondent for the* New York Times. *He's a long-time sailor whose voyages have taken him from Antarctica to Alaska, with plenty of stops in between.*

Contessa 35

Designer: Doug Peterson
LOA: 35 feet 6 inches
LWL: 29 feet 6 inches
Beam: 11 feet 6 inches
Draft: 6 feet 6 inches
Displacement: 14,000 pounds
Ballast: 7,400 pounds
Sail area: 636 square feet
Displ./LWL ratio: 243
SA/Displ. ratio: 17.5
PHRF rating: 108-116

Photos by Lynn O'Hara

The CS 36

A handsome and stoutly built offering from Canada

by Bill Sandifer

The Canadian Sailcraft 36 is one of the best-built boats I have yet sailed. That it is underappreciated is evidenced by the fact that even in its home waters of Long Island Sound, New York, where there are literally thousands of boats, there are only two Canadian Sailcraft 36s. Where you can find them, these boats are very well built, sail well, are fairly priced on the market, and are a sheer joy.

Design and construction

What is so good about the boat? In a word, quality, both in design and in construction. The boat was designed by Raymond Wall, of Camper & Nicholsons fame. Raymond had previously designed the CS 27 on commission for Canadian Sailcraft and company owner Paul Tenneyson. He eventually became the in-house designer for Canadian Sailcraft. However, he eventually left Canadian Sailcraft as he felt "things were moving too fast for the quality required during different phases of production." The company appointed Tony Castro, a Ron Holland protégé, to replace Raymond as the head designer. Tony produced a number of smaller and larger designs, but the CS 36 is all Raymond Wall's design and it shows.

The CS 36 is a good-looking design with reverse-angle transom. It is a sloop with a double-spreader rig and all stainless-steel hardware on deck. No teak is evident on deck. In today's market the design is slightly dated, but as the sea has not changed, good design always remains in style. The proportions of the boat put it in the middle of the spectrum, neither being too beamy nor too narrow. The keel is a fin type

Stacy and Lori Aslan and their daughter, CJ, sail *Roi Soleil*, their Canadian Sailcraft 36, in the waters of Long Island Sound, New York. *Roi Soleil i*s one of only two CS 36s in the area. Designed by Raymond Wall, these boats are fairly priced and a joy to sail.

with detached rudder mounted on a partial skeg. The boat steers as though on rails and comes about like a dinghy, quick and agile. The hull itself has a nice shape to it, not flat-bottomed, and does not pound when it encounters large wakes of passing powerboats. The day we sailed the breeze was only 8 to 10 knots, so it was hard to know how the boat would handle bigger waves. Based on how it handled the powerboat wakes, I would say this boat would be comfortable at sea.

On deck

The boat is set up for easy handling with all sheets and halyards led to the cockpit. The halyards are served by single-speed Lewmar 30s to port and starboard on the aft end of the coachhouse roof, with a series of stoppers that allow one winch to handle the halyards, dual reefing lines, and mainsheet, which is rigged for mid-boom sheeting. Genoa sheets are handled by a pair of two-speed, self-tailing Lewmar 44s on the cockpit coaming.

We cranked in the genoa sheet hard, and the sail flattened out visibly. Owners Stacy and Lori Aslan are considering a new set of sails for the boat for next year. The main is fully battened and has a Doyle StackPack for ease of furling. The day we sailed, the original monofilament StackPack had broken due to age, but Stacy says the system works well when operational.

"The mast is keel-stepped and has a neat connection at its base to direct the water that enters the spar into the bilge. Small things like this point to the quality and pride with which the boat was built."

The mast is keel-stepped and has a neat connection at its base to direct the water that enters the spar into the bilge. Small things like this point to the quality and pride with which the boat was built. A look around the deck shows well-bolted lifelines, a well-thought-out flush anchor locker, and a large T-shaped cockpit with a 36-inch stainless-steel destroyer wheel.

The rig

The only negatives on deck are the shrouds adjacent to the mast. All shrouds attach to chainplates that project through the deck in the middle of the passageway. If they were outboard, you would lose sheeting angle but gain a wider walkway. If they were inboard, they would be next to the cabinhouse with a better, slightly sharper sheeting angle, and one could walk outboard of them on the way to the bow. Located as they are in the middle of the walkway, they present quite an

obstacle for those going forward.

The chainplates are well secured belowdecks. The mast is a heavy-duty aluminum extrusion with a tie rod forward of it tying the keel and the deck together. The tie rod helps keep the deck from buckling upward as the mast pushes downward and the chainplates pull upward.

Under way

We got under way from a mooring at the Centerport Yacht Club in Centerport, New York, and were quickly pushed to sea by the Westerbeke 30 diesel married to a V-drive under the cockpit. This engine is well suited to the 36-footer. Stacy thought that the two-bladed prop that came with the boat could be improved upon and may go to a three-bladed feathering prop next year.

Belowdecks

When going below, one is immediately impressed by the open and neat accommodations. The layout is conventional with a V-berth forward, followed by a head to starboard and a limited hanging locker to port. Moving aft, there is an L-shaped settee to starboard and a straight settee to port. The galley is to port aft, with the navigator's station to starboard at the head of the quarter berth. There are two really notable areas in the belowdecks arrangement. The first is the head and shower in that they rival ones on most 40-foot or larger boats. The head is really big, usable, and well laid out. The sole is a teak grate with a drain to a dedicated shower sump. The shower curtain is on a rod overhead to protect the entire head from getting wet.

"…the head and shower… rival ones on most 40-foot or larger boats. The head is really big, usable, and well laid out. The sole is a teak grate with a drain to a dedicated shower sump."

The second remarkable area is the icebox. This 36-footer has no refrigeration, but the icebox is the best-insulated box I have ever seen. There is a molded fiberglass liner in the box with a three-part top, drain, and interior shelves. The icebox drain is connected to an electric pump that discharges melt water from the icebox into the galley sink through a dedicated fitting.

While I was there, Stacy noticed water left in the bottom of the icebox. He simply turned a switch, and the box was quickly drained into the double sink on the opposite side of the galley …a thoughtful touch for a production boat. These touches are more like those found on a Hinckley or a custom craft than on a production sailboat.

The interior of the lockers is well

finished and the molded-in liner is neat wherever you find it. Access to the storage areas below the V-berths is typical of the whole boat: clean, neat, well-thought-out, and smoothly finished.

Stacy was having new teak-faced lockers built over the V-berth, as the boat came with open-bin lockers that dump their contents during a hard sail. The new teak lockers will match the rest of the interior of the boat and be finished bright. There is a teak locker in the galley. This is another nice touch that is unusual on a production boat.

Stacy had to have a new cabin sole installed in the boat when he bought it, as the old one made of teak plywood had rotted from exposure to bilge water. The CS 36 has a shallow bilge, so water tends to wind up under or on the cabin sole. The new sole is beautifully finished in clear varnish, semigloss, and should hold up better than the original. That it held up for 24 years is not bad for a plywood sole.

There are bronze ball valves on all seacocks in the bilges. These valves were not standard; the earlier ones were replaced at some time by a previous owner. Tanks are well secured, and all electrical and plumbing systems are neatly done.

The engine

Several areas are open to criticism in the engine layout. Access is just plain impossible. The previous owner of this boat *assumed* the engine was raw-water cooled because he could see water coming out of the exhaust fitting at the transom. He never checked the freshwater cooling system, as he did not know it had one. One has to lie on one's side in the quarter berth, head aft (it's a V-drive remember), remove a panel in the side of the quarter berth, and use a small cup to fill the reservoir of the freshwater system.

"The previous owner of this boat assumed the engine was raw-water cooled because he could see water coming out of the exhaust fitting at the transom. He never checked the freshwater cooling system, as he did not know it had one."

The saltwater circulating pump is under the manifold and might be accessible from this position, but I doubt it.

To get to the other side of the engine to check the oil, one gets into the cockpit locker if one fits (I didn't) and removes a panel to find the dipstick. The aft end of the engine is accessible by removing the companionway ladder, but there really is little here that needs attention.

Things to watch for

The final criticism I have is of the ladder from the cockpit down into the cabin. It is a two-part vertical ladder that has the lower two steps set over-vertical, a little aft of the top step (see photo on Page 6). This means that you descend a more-than-vertical ladder to get to the cabin sole. I had to look carefully where I put my feet. After many similar maneuvers even Stacy traverses the ladder slowly. If this boat were moving in a seaway, this ladder could cause a fall. An improved angle would obstruct the galley. Perhaps shimming the bottom two steps out a little to an actual vertical rather than over-vertical would help.

Summary

This is a beautifully built sailing boat of high quality. In its review in 1999, *Practical Sailor* did not harp on engine access as much as I did, but the engine layout did not get rave reviews either. The boat behaves well under sail; is easy to move on about the deck, except for the shrouds; and is a real joy. I definitely would recommend it to anyone.

Canadian Sailcraft 36

Builder: Canadian Sailcraft Yachts Limited, Bramton, Ontario, Canada
LOA: 36 feet 6 inches
LWL: 29 feet 3 inches
Beam: 11 feet 6 inches
Draft: Deep keel, 6 feet 3 inches; shallow keel, 4 feet 11 inches
Displacement: 15,500 pounds
Ballast: Deep keel, 6,500 pounds; shallow keel, 6,650 pounds
Sail area: 640 square feet

Ericson 32-III

A cut above the competition

by Richard Smith

In about 6 knots of wind, *Raconteur*, the Ericson 32-III of Jerry and Jean Riggs, glides along leaving very little wake. The hull's lines are still attractive, even though the style of the reverse transom gives away her age. Note the signature Ericson portlights in the cabin trunk.

Just after high school, Jerry Riggs began a life with boats racing 75-mph Class B hydroplanes. A fascination with engines and aerodynamics led to a part-time job in college testing outboard engines for Mercury Marine that eventually led to an engineering degree and a career in torpedo-propulsion testing. Along the way he married and built a house just outside Kingston, Washington. He and his wife, Jean, raised a family and cruised in a succession of powerboats while changing diapers, water skiing behind skittish 17-foot runabouts, and eventually cruising into retirement.

For veteran and committed powerboat people like the Riggses, this would seem time for a trawler yacht — something less strenuous, something suitable for retirees in their 60s. But just before hip replacement surgery, Jean revealed a long-held, but secret, love affair with sailboats. Initially dubious, but sensing a challenge, Jerry said, "OK, let's do it."

A search began that led to *Raconteur*, a 1986 Ericson 32-III, and it was love at first sight.

Design

The first Ericson 32-footer was actually called the Scorpion 32, and was a development of the Sabre 5.5 meter built by Columbia Yachts. Next was the Ericson 32-II, a racer/cruiser designed by Bruce King and built between 1969 and 1978. The 32-III, modernized from its forerunner in several significant ways, was built beginning in 1985. A fourth model, the Ericson 32-200, was essentially a deluxe version of the Ericson 32-III. In 1990, some Ericson molds were acquired by Pacific Seacraft, which built the last 32-foot hulls, calling them the Ericson 333. The run finally ended in 1998.

Compared to its predecessor, the 32-III is 11 inches longer, nearly 2 feet beamier, and 1,000 pounds heavier. It was available with several keel configurations, the standard fin being 1 foot 3 inches deeper than the 32-II's. It's no surprise, then, that the 32-III carries more sail area on a rig that has a significantly higher aspect ratio. The displacement/length ratio is 253, which is moderately heavy, indicating there's enough volume in the hull for sufficient tankage and stowage for respectable cruising distances. And the sail area/displacement ratio of 17.3 is fairly high, suggesting the 32-III will do well in light air.

The most important difference in the 32-III compared to the 32-II, however, is the more vertical planform of the underwater appendages compared to the earlier model's swept-back keel and rudder. These new shapes reflected departures from the CCA rating rule that influenced the design of earlier models during the 1950s and '60s, as well as the current thinking about keels and rudders in the 1980s.

The Ericson 32-III also was designed by Bruce King and bears a strong family resemblance to the other Ericsons by King. For example, look for the pair of long trapezoidal deadlights in the after end of the cabin, and count the number of smaller portlights forward: the Ericson 34 and 35 have three, the 32 has two, the 27 has one, and the 25 gets by without any. Another common element is the wide sheer stripe that swoops up to the deck at the bow.

In a field of boats that had to respond to strong market forces, appeal to family cruising requirements, and race respectably, the Ericsons were tough competition. There is an attention to detail in the boats — a certain refinement — that helped establish Ericson's reputation for being a cut above average. The overall appearance of the Ericson 32-III, both on deck and below, is one of unity and consistency, free of extremes, giving the impression of a good solid boat, conservative in styling, and wholesome in concept and execution.

"The overall appearance of the Ericson 32-III is one of unity and consistency, free of extremes."

Construction

Construction of the Ericson 32-III reflects standard practice during the 1980s. The hull is molded of solid hand-laid fiberglass and polyester resin. Deck and coachroof are fiberglass cored with end-grain balsa. Plywood is substituted for balsa in all highly stressed areas as well as in the cockpit construction. The hull/deck joint is encapsulated in four layers of 3-ounce mat and 7½-ounce cloth. The joint is mechanically fastened and finished off with an aluminum extrusion that's covered by a vinyl rubrail and terminates in fiberglass moldings. Ample molded-in bulwarks stiffen the hull and also provide secure footing on deck.

The 32-III was built with what Ericson termed a "Tri-Axial Force Grid" (TAFG), more commonly called a pan or inner liner, which replaced many interior components, like floors and stringers, previously made of plywood and solid wood. Unlike many pans, this one did not include the berth flats, which Ericson continued to make out of plywood. The TAFG is a single-unit network of hand-laminated fiberglass floor beams and other members intended to strengthen the hull while better distributing structural forces from the engine, mast, shrouds, backstay, and forestay. The whole armature is bonded to the hull during layup and adds pivotal resistance to the lead keel, which is bolted on, not encapsulated as it was in the earlier models. Ericson claimed the TAFG was engineered to save weight, allowing the use of large amounts of teak cabinetry without sacrificing overall performance. It also saved man-hours, which helped amortize the cost of making the tooling.

Among the deck fittings are four 10-inch mooring cleats, Lewmar deck hatches, an acrylic companionway sliding hatch, and Dorade cowl vents with stainless-steel guard rails.

As with most other boats of her day, *Raconteur* has a few stress cracks in the gelcoat, mostly in areas of sharp turns in the mold.

The rig

The Ericson 32-III is a masthead sloop with a keel-stepped, black-anodized aluminum mast tapered at the top to reduce weight and wind resistance. Standing rigging is a pair of cap shrouds incorporating two pairs of spreaders, fore and aft lower shrouds, a headstay, and a single backstay.

The 32-III carries a 207-square-foot mainsail. Sheeting arrangements for the main are midway on the boom and mounted on the cabin top. *Raconteur* is equipped with a Barient 17 one-speed halyard winch at the mast, two Barient 27 two-speed genoa sheet winches at the cockpit, a Barient 18 one-speed to the port side of the companionway, and a Barient 17 one-speed to the starboard side to handle the mainsheet, boom vang, and reefing requirements. All the winches are self-tailing except for the Barient 18.

PAUL LEVER

***Raconteur*'s dodger, in conjunction with relatively high seatbacks, provides the cockpit with good protection from the elements. The shrouds are inboard, leaving the sidedecks unobstructed, at left. During a late-season race, the wind piped up to about 35 knots, and before *Raconteur*'s crew could take in a second reef, the mainsail split from leech to luff, at right. The black-anodized spars were in style in the mid 1980s.**

The Ericson 32-III has a neat, well-organized galley with stove/oven, ample storage, and lots of teak, at left. For a boat of this size, the chart table is quite generous. Its seat is the head of the quarter berth, which at 6 feet 6 inches makes an adequate sea berth, at right.

Accommodations

The Ericson 32-III has a very workable interior plan with 6 feet 2 inches of headroom. In the forward cabin, the V-berth is 6 feet 6 inches long and 6 feet 6 inches wide at the head. In the saloon, both the dining table with its surrounding seats and the single settee opposite are backed by ample shelving and solid fiddle rails that also serve as secure and convenient handholds. Between the saloon and the forward cabin are the head compartment and a hanging locker.

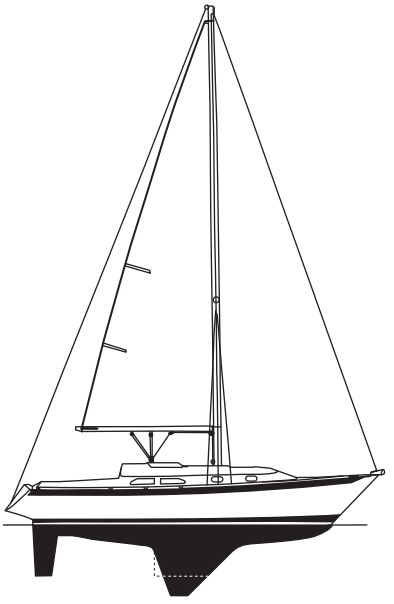
An 18-gallon fuel tank is mounted below the generous 6-foot 6-inch-long quarter berth, the end of which serves as a seat for the chart table. The galley is aft, to starboard, and is fitted with a two-burner gimbaled propane stove and oven and an ice box. *Raconteur* has hot and cold pressure water. Two water tanks amidships and one at the bow hold a total of 50 gallons.

Typical of Ericsons, the interior finish is largely teak, from the overhead handrails to the teak-and-holly sole. The joinery and upholstery meet high standards.

Auxiliary power

The standard engine was a 21-hp, 3-cylinder, freshwater-cooled Universal diesel. Access to it is excellent. Once the companionway ladder and engine box are removed and stored, it's exposed for all to see and service.

As an engineer and former powerboat skipper, Jerry said the first thing he did was turn *Raconteur* into a good motorboat, making any changes necessary to bring maximum reliability and power to his propulsion system. He rewired as necessary and installed new motor mounts and several new engine-monitoring instruments. The engine compartment was rigorously soundproofed and, in order to eliminate stray odors, Jerry fitted a thermostatically controlled 4-inch exhaust-air duct leading from the engine compartment to a cowl vent on deck. Additionally, a ventilation hose redirects the flow of air from the crankcase to the engine air intake; the previous installation had it leading to the shallow bilge.



Ericson 32-III

Designer: Bruce King
LOA: 32 feet 6 inches
LWL: 25 feet 10 inches
Beam: 10 feet 10 inches
Draft (standard): 6 feet ½ inch
Draft (shoal): 4 feet 4 inches
Displacement: 9,800 pounds
Ballast: 4,200 pounds
Sail area: 496 square feet
Disp./LWL ratio: 253
SA/disp. ratio: 17.3
PHRF: 156

Under way

Friends suggested that Jerry learn the finer points of sailing by racing as a member of the Edmonds Corinthian Yacht Club. The weekend before I was to test sail *Raconteur*, Jerry entered her in the last race of the year from Edmonds, just north of Seattle, across about 6 miles of Puget Sound and back.

On a beam reach under full mainsail and a 130-percent genoa rolled to about 100 percent, the anemometer showed 20 knots, gusting to 25. Keeping the boat under 20 degrees of heel became difficult. When they rounded the buoy on the far side and turned for home close-hauled, the wind increased, and they put the first reef in the main.

By the time the fleet cleared the shipping lanes, wind speeds were 20 to 30 knots, gusting to 35 and 40. Waves were averaging 3 to 5 feet, making for a lumpy sea. Heeling was severe in the gusts. About a third of the fleet dropped out and the VHF crackled with reports of two dismastings. A crewmember went overboard from one boat but was retrieved quickly from the 50-degree water. The Coast Guard was standing by. All this was very exciting for Jerry

In this view, looking forward from the saloon to the forward cabin, the tie rods connecting the starboard chainplates to the Tri-Axial Force Grid are clearly visible, at left. The dinette table drops to make a 4-foot-wide double berth, at right. The cabin sole is teak-and-holly veneer-faced plywood.

and his crew, who had yet to meet winds like this in the Ericson.

Unfortunately, the crew was unable to set the second reef in the main for a variety of reasons, including waiting too long. Just before they crossed the finish line, a strong gust hit and *Raconteur*'s mainsail tore from leech to luff. It was a wild ride, but they hung on and finished fourth in their division of six boats. Jerry felt good as they cleared the breakwater and entered the marina, buoyed with confidence gained from having gotten through some difficult waters without injury to his crew. *Raconteur* had forgiven some serious mistakes in handling and gained the respect of captain and crew.

A few weeks later, Jerry and I took *Raconteur* out for trials with a repaired mainsail. Compared with the unpredictable but usually squirrelly performance of my scimitar-keeled Ericson 31C when backing, the 32-III maneuvered confidently. She handled well under power, accelerating smoothly and quietly. At about three-quarters throttle, she makes 6 to 6½ knots, burning less than ½-gallon of fuel per hour. The engine seemed unusually quiet.

In the 15 to 20-knot winds we had on that day, the boat was well balanced under one reef and the 130-percent genoa. Though lively in the gusty conditions and considerable chop, she was easy on the helm, tracked well, and tacked through about 110 degrees. She came about quickly and surely with little effort.

Sailing the Ericson 32-III in heavy weather shows that it is well to anticipate the need to reef. To avoid excessive heeling and the strain that places on boat and crew, the first reef should go in well before the wind hits 20 knots. A second reef would have been most valuable under the race conditions Jerry faced.

After removing the engine box, access to all sides of the engine is very good. Jerry added sound insulation, which greatly reduced engine noise on deck and below.

It's worth noting that the Ericson 32-III sails handily under either main or headsail, both on and off the wind, an especially desirable feature for the singlehander.

In most PHRF fleets, the 32-III rates from 156-162. This is very close to the Pearson 32 of the same vintage: 159-171, and an O'Day 32-2 at 158-165.

Conclusion

The Ericson 32-III has few, if any, vices. Predictably, there have been reports of softness or flexing in the deck but this is a possibility with any older balsa-cored deck. Some owners caution that chainplates must be checked for rot at the bulkhead. Good maintenance requires that all deck hardware be re-bedded from time to time to head off leaks. Adequate backing plates must be fitted, particularly under stanchions, to ensure that the deck isn't subjected to crushing at these points of heavy and concentrated loads. The good news is that Ericson 32s built between 1975 and 1987 seem to be relatively free of blistering.

Prices gleaned from the Internet range from as low as $22,000 for 32s built in the mid-1970s to around $45,000 for 1986 and 1987 boats. Expect to pay $50,000 and more for boats built after 1990.

It is difficult to fault the Ericson 32-III as a cruiser and there is a likely trade-off between her plush accommodations and performance. She is easy to get to know and forgiving. *Raconteur* has been the ideal boat for Jerry and Jean, teaching them how to sail and introducing them to the world of racing. And she has enhanced their desire to continue boating in retirement — but under sail.

Richard Smith *is a contributing editor with* Good Old Boat. *He has built, restored, and maintained a wide variety of boats and sailed them on Michigan lakes and Oregon reservoirs and from harbors and mud berths in the Irish Sea. He sails* Kuma, *an Ericson Cruising 31, with his wife, Beth.*

Ericson 35

This old warhorse still performs with the best of them

by Ed Lawrence

TAKE A SEAT IN A YACHT CLUB LATE on a Saturday or Sunday afternoon, and you'll hear racers recounting the highlights of their day: "I was coming into the mark on starboard when this turkey tried to get an inside overlap and blew the jibe. His bow pulpit clipped my stern and took a chunk of glass the size of a pie tin out of my transom. What a jerk!"

Or: "How about if I write a check to you? I'll tell Judy it's for a new computer, you pay for the repair to the spinnaker, and she'll never know the difference." Those conversations do take place. Trust me.

Turn 180 degrees in your chair, and you may hear the words of sailors who have outgrown the racing urge. Now content to spend their days in one-boat fleets, they sail effortlessly on starboard tack from Point A to Point B on San Francisco Bay, the Chesapeake, one of the Great Lakes, or in whichever direction their bow points when they leave their home base.

Regardless of your sailing proclivities, when you're aboard an Ericson 35, odds are that you will be traveling almost as quickly and comfortably as crews aboard the newest, similarly sized sloops. I've been in the middle of a gaggle of 35s rounding a mark in front of the Golden Gate and escaped unscathed because she responds to a touch of the tiller. And I've cruised offshore under a chute for hours without touching a sheet.

So, when asked for my feelings about these old warhorses, my take is usually, "change one digit on her birth certificate, and you may think you're sailing something that's fresh out of the box." Creature comforts are certainly large and well laid out. However, from a cosmetic standpoint, there is no ignoring the fact that she may have lost her youthful bloom. Here's why.

Good looks

Employment counselors say "you get just one chance to make a first impression." With that as a yardstick, the 35 Mark II is eminently employable.

Viewed from abeam, she has a traditional look that's far from clunky or jaunty. Her masthead rig and boom are proportionate to her deck length. Designed long before today's plumb bow/wide stern models, she sports long overhangs and a reverse transom that is pleasing to the eye. The bow entry angle is more rounded, and her 10-foot beam is narrower than many of today's boats. Higher at the ends, she has a soft sheer that flows downward to reveal five ports, a real plus when swinging on the hook in a bouncy anchorage.

However, it is her attitude when she's under way off the breeze that causes my heart to go pitty-pat. Viewed from the stern quarter while heeled 10 to 15 degrees with her starboard bow buried, she shows a rounded underbody as provocatively as a dance-hall girl raising her skirt. Whew!

Her good looks reflect the talent of Bruce King, a prominent American yacht designer from whose board her lines evolved, along with those of 21 other Ericson originals and eight he redesigned. Among other designs bearing Bruce's name are the Islander 37 and 55 and custom boats ranging in size from 90 to 124 feet. His big-boat fleet includes *Whitefin*, a 90-foot fractional-rigged sloop that closely resembles L. Francis Herreshoff's *Ticonderoga*.

The Ericson 35 had its origins at a waste disposal site. When Pearson Yachts decided to close a small West Coast manufacturing facility, the hull molds for an Alberg 35 were left in a scrap heap. The enterprising manager of the site sold the hull molds to Mark Pittman, an entrepreneur who formed Ericson Yachts in 1965.

Blustery winds

An archetypal production builder with a West Coast heritage, Mark made his name building fast cruisers designed to sail comfortably in the typically blustery winds encountered in San Francisco Bay and on the Pacific coast. His major competitors were Pearson and Cal Boats.

During the company's infancy, Mark avoided architectural fees by copying or altering existing boats. According to Don Kohlmann, who joined the company in the 1980s, the Alberg 35 deck was redesigned by Bruce King and introduced as the Ericson 35 in 1965. Speaking of this boat, Bruce says "maybe two dozen were built." A Columbia 5.5-Meter hull was copied and became the platform for another Ericson model sold with a different deck layout.

The first Ericson design attributed entirely to Bruce King was a 23-footer. That was followed by the Ericson 27, one of the most popular boats produced in the 1970s. A performance cruiser with user-friendly accommodations, it was a consistent winner in Midget Ocean Racing Club events. The company was eventually purchased in 1975 by the CML group, which also owned Boston Whaler and a group of clothing businesses. Gene Kohlmann, who owned an Ericson dealership in San Francisco at the time, joined the company in 1975 as vice president. He was eventually joined in top management by brother Don, a professional sailor with America's Cup credentials.

"An instant hit among cruisers and racers, more than 600 were produced, a tremendous accomplishment considering the vagaries of the industry at the time."

In 1984, during the period when corporations were acquired and sold as quickly as stolen diamonds, CML made a public stock offering closely followed by the divestiture of many of its non-clothing businesses. Ericson was sold to Gene Kohlmann and a group of investors. Then, during the economic downturn that ravaged most of the small, independent boat builders, Ericson became a statistic when it shut its doors in 1990.

These days, Don is general manager of Pacific Seacraft, and Gene is the company's operations manager. Coincidentally, Pacific Seacraft purchased the molds for the Ericson 38 and 34, both of which enjoyed successful production runs as Pacific Seacraft boats in the 1990s.

The Mark II

Bruce King redesigned the original 35-footer as the Mark II, which was introduced in 1969. An instant hit among cruisers and racers, more than 600 were produced, a tremendous accomplishment considering the vagaries of the industry at the time.

He reflects that "the boat is a blend of traditional and modern design elements. The overhangs, strong sheerline, low tapering cabin trunk, and reasonably proportioned transom make for an appearance that is easily recognized in the sailing community. Rounded sections, a fin keel, and balanced spade rudder aid her spirited performance. We also raised the deck level to make her drier.

"This particular, perhaps friendlier, look is preferred by many to the more aggressive appearance of many of today's vertically ended freeboard designs.

"The boat was built primarily to the CCA racing rule, with an eye toward the newer IOR rule, and was initially successful. The underbody has less wetted area than its predecessor," he continues.

"It is an attractive, well-proportioned boat with mannerly sailing characteristics," he adds. "The boat will sail itself with the helm locked off anytime the wind is forward of the beam because the center of lateral resistance (CLR) shift is avoided by certain design geometry. The ends of the hull are fairly symmetrical. If a stern is too full, CLR shift is unavoidable. If the juncture of the keel trailing edge and the hull is located too far forward, CLR shift is unavoidable. If present, it must be compensated for by an increase in helm angle, or the boat will head up.

"Her moderate displacement with overhangs results in an easier motion with less pounding in head seas. This greatly enhances comfort. This avoidance of CLR shift with varying heel angles, combined with an easy motion,

Facing page, *Hideaway* with *Alexandria* inset. At right, *Hideaway*. Dock partners at the Richmond Yacht Club, in Port Richmond, Washington, these Ericson 35s are sweet-sailing beauties.

has always been one of the primary reasons experienced sailors prefer the Ericson to other boats," he says.

Not stiff

Three decades after her introduction, a sail-area-to-displacement ratio (SA/D) of 17.3 equates to a moderate performer, and a displacement-to-length ratio (D/L) of 241 places her on the high end of the average scale for moderate-displacement cruisers. Though her ballast ratio is 43 percent, she's not considered stiff by owners.

The Mark II eventually was replaced on the IOR circuit by boats with more pinched sterns specifically designed as rule-beaters. She continues, however, as a popular PHRF racer.

A faster model, the Mark III, was introduced in 1982. She featured a rounder hull shape and more conventional stern and was rated 30 seconds faster under PHRF rules than her predecessor. Bruce describes the Mark III as having many of the same characteristics as the Ericson 38, which was introduced prior to the makeover of the Mark II.

Disturbed by pressure in the racing community for performance at any cost, Bruce eventually opted to specialize in the design of large custom boats. "The trend was to build lighter boats on the edge of structural inadequacies that would be more competitive. I didn't want any widows knocking on my door."

Ericson boats enjoy a reputation of being well constructed. With only one notable exception, all three models followed a similar lamination schedule.

Hulls are solid fiberglass laminated with alternating layers of mat and woven roving. The hull was built in a split mold and bonded together with 11 layers of mat and roving. Decks are cored with balsa. The Mark II had a keel with internal ballast while the Mark III keel was mounted outside the hull.

"The galley, located to starboard, is a cook's delight. Its counter is 5 feet long and 2 feet wide, allowing plenty of elbow room to carve a bologna roast and toss a green salad."

Common complaint

Chainplates are stainless-steel straps bonded to the hull with welded caps bedded to the deck. A common complaint among owners is that chainplates require annual inspection because the adhesives used at the time were more brittle than newer products and prone to leaking. If considering the purchase of an older boat, I'd want a thorough survey of this area, especially in the deck area, where leaks could intrude into the balsa core.

In a perfect world, a mid-sized sailboat should provide a sail plan easily manageable by a shorthanded crew, cockpit space adequate for lounging, and spacious accommodations belowdecks for 4 to 6 crewmembers, right? Score one for this boat. Step aboard and the immediate feeling is that there's plenty of elbow room fore and aft.

An 86-inch-long space between the mast and bow pulpit is large enough for a chaise lounge. Side decks are 12 to 14 inches wide so movement is easy, and the hull is surrounded by a two-inch fiberglass toerail and double lifelines.

Built in an era when portlights were more than decorator pieces, she has five ports on each side of the cabin. However, one owner replaced the fixed ports forward to improve air circulation. Old-style ports are clear, which produces good light belowdecks, but at replacement time I'd opt for darker Lexan that affords more privacy.

A sturdy double-spreader masthead rig towers over the deck, supported by oversized stays and shrouds. The Mark II was offered with two rigs, one two feet taller for sailors harbored in light-air venues. Parallel spreaders and outboard sheet leads do not provide pointing angles as high as those with swept-back spreaders, but she'll sail to weather as well as her contemporaries. With sail track running to the end of the cockpit, overlapping headsails and spinnakers can be trimmed to their proper shapes.

Better angles

Depending upon the year of manufacture, her winches may be Barlows or Lewmars. Mainsail controls are located at the end of the boom, which provides better sheeting angles than found on many contemporary boats, where the traveler is located on the cabintop.

The cockpit is a T-shaped area divided into two sections by a fiberglass bridgedeck aft. On boats fitted with a wheel, the helmsman steers aft of the mainsail controls, so there is no interference with sail trimmers. Sailing with a crew of six, I've been involved in faultless spinnaker jibes without banging elbows with my shipmates. Naturally, a tiller places the helmsman in the middle of the melee.

There's space for six to eight adults to lounge comfortably on benches and seats in the cockpit. This space is devoid of tables and cup holders that are often a nuisance when underway.

Interior views of *Hideaway*. Owned by Dudley and Patricia Hattaway, she's got a tall rig and is still awaiting a larger mainsail. *Alexandria*, on facing page, is owned by George Blackman.

The 30-inch wide companionway is 28 inches tall, which provides room on the bulkhead for instruments within the helmsman's sight lines.

Unlike compromises involved in newer boats with aft cabins that reduce the amount of storage space in the cockpit, the Mark II has lazarettes port and starboard and on the stern that are adequate for the storage of spare sails, anchor and rode, and dock gear.

Spaces belowdecks are equally generous. I've spent many drippy evenings with the entire crew comfortably ensconced on long settees. The main saloon is 9 feet long and 8 feet wide amidships. With 6 feet, 1 inch of headroom, there is plenty of room for most guests to move about without banging their heads. An additional 8 to 10 inches of shelving outboard of the settees adds valuable storage area.

Well designed

Are spaces as bright and shiny as new French boats? No. But they are well designed and executed. Depending upon the model, bulkheads and cabinetry may be mahogany or teak with battens on the hull creating a warm, inviting, wide open space. The headliner and sole are fiberglass, less distinctive but easier to maintain.

The nav station is located to port at the foot of the companionway in an area described on one boat as "Carl's Condo."

"On long passages I sometimes go to sleep at the table, and fall backward into the quarterberth," Carl says. Since the boat was built before Loran-C and GPS were household words, the chart table is 20 by 30 inches, large enough to spread a full-sized chart folded once. Cabinetry outboard is designed to accommodate navigation instruments and a VHF radio and stereo/cassette player.

The galley, located to starboard, is a cook's delight. Its counter is 5 feet long and 2 feet wide, allowing plenty of elbow room to carve a bologna roast and toss a green salad. The size of storage cabinets outboard reflects the builder's disdain for paper cups and plates.

The ice box is a cavern. Measuring 18 inches deep by 24 inches wide by 32 inches long, it would be a simple matter to lose several six-packs of cold drinks without noticing. However, insulation is so thin that ice cubes won't last long. A better alternative is find a source for dry ice or get used to drinking warm beer, as I did in Mexico.

Unless retrofitted with propane, the stove is an alcohol unit. "Why not alcohol?" one owner asked. "Just don't turn your back on it until it's properly lit, and you'll have no problems." He should know, since he's owned his boat for 13 years.

"Since the boat was built before Loran-C and GPS were household words, the chart table is 20 by 30 inches, large enough to spread a full-sized chart folded once."

Fold-down table

Seating is at a C-shaped settee to port that seats six comfortably at a fold-down table. The 6-foot, 4-inch-long seat converts to a berth. Some boats were equipped with a drop-down table that converts the berth to a double, at the same time creating a quandary about where to store the oversized cushion insert. The starboard settee also converts to a 6-foot-long berth.

Forward to port, a head enclosed by a wooden door is large enough to allow showering without fear of bruising elbows. Depending on the year of manufacture, she may be equipped with a holding tank or electric head.

The skipper's quarters are in a stateroom in the bow that also has 6 feet of headroom. The berth is nearly queen-sized and 5 feet wide at the foot. One enterprising owner converted the single-panel compartment door to a bi-fold, which allows the door to be opened without removing the insert at the head of the berth (more on this later). Storage is in a hanging locker and below the berth in a space shared with a water tank.

Perhaps the most striking difference belowdecks between models is the location of the engine. Early models were equipped with an Atomic 4 placed forward of the nav station. The location has the advantage of easy inspection and maintenance of the engine and placing the weight in a desirable location. Since gasoline engines are relatively quiet, noise was not a major consideration.

Newer boats have diesel engines mounted below the companionway, fairly typical of modern installations. The change allows use of a more reliable engine at the cost of less access and, absent a good sound deadener, adds an irritating noise.

Performance

In the past I've sailed the Mark II on picnic sails, long weather legs between the Golden Gate and Farallones Islands, and down the California Coast in 30-plus knots of wind. I would not hesitate to set sail on similar voyages tomorrow.

On long legs west, we typically beat to weather in 15- to 20-knot northwesterlies to make the north end of the islands, where we would jibe and set a chute for the return trip. In those conditions, the boat typically buried her shoulder and allowed the skipper to steer with one hand while seated on the rail. On one memorable occasion, gusts blew the cups off the windspeed indicator while sailing downwind, but she tracked in a straight line as long as the spinnaker trimmer was alert.

Ericson 35 Mark II

LOA:	34 ft. 8 in.
LWL:	25 ft. 10 in.
Beam:	10 ft. 0 in.
Draft:	4 ft. 11 in.
Displacement:	11,600 pounds
Ballast:	5,000 pounds

On a recent sail on San Francisco Bay, with a full mainsail and 100 percent jib in 10 to 12 knots of wind, she beat to weather at a comfortable 5.5 to 6 knots. Off the wind the Speedo pegged 8 knots.

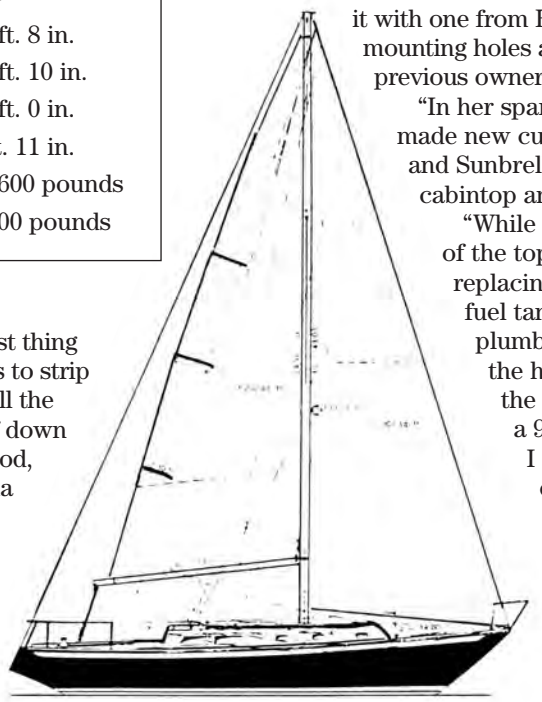
But she's no lightweight. So, when the wind drops below 5 knots the options are to employ the iron spinnaker or drop the sails and stretch out in the cockpit with a book.

Always more than a pretty face, and once a frontrunner, the Ericson 35 is now one of my favorite good old boats.

Owners' opinions

Dudley and Patricia Hattaway of Pt. Richmond, California, purchased *The Hideaway*, a Mark II, in October 1987. "During the first two years we worked almost every weekend and did very little sailing," Dudley recalls.

"She was 10 years old. The deck was covered with small pieces of steel wool, the gelcoat was badly chalked, the varnish on the teak trim was worn off, and there were pieces of teak molding missing in the cabin. The port handrail was broken off at the mast, and the threaded inserts in the cabintop were stripped out. We purchased a new handrail and then cut both the port and starboard rails to end at the mast.



"The first thing we did was to strip and sand all the varnish off down to bare wood, and Patricia put on five coats of varnish. She also hand-rubbed the gelcoat with rubbing compound and then applied two coats of wax. She continues to put one coat of wax on once a year and will not let me varnish or wax. She claims I am not qualified. She removed all of the steel wool specks on the anti-skid on the deck with a miniature screwdriver.

"The forward hatch had been replaced by the previous owner with an oversized hatch, which did not match the Ericson design. We replaced it with one from Ericson and redid the mounting holes and filled the ones the previous owner had put in.

"In her spare time, Patricia made new curtains and pillows and Sunbrella covers for the cabintop and cockpit.

"While she was taking care of the topsides, I was below replacing the water heater, fuel tank, and all the plumbing associated with the head, and replacing the Lectra-San MSD with a 9-gallon holding tank. I also cleaned up the electrical wiring and added a third battery in the lazarette. We installed a Norcold refrigerator plate in the icebox.

"We also replaced four of the small forward cabin ports with Lemar ports and added a roller furling jib. We replaced the Atomic 4 in 1995 with a Yanmar 3-cylinder diesel and added an autopilot.

"We split the V-berth door down the middle and installed a hinge, so we can open and close the door with the V-berth insert installed."

The Hideway couldn't have looked nicer the day she left the factory.

Ericson resources

Ericson 27 Class Association (Chesapeake Bay area)
rbeckman@erols.com
<http://www.capoferri.com/ericson/emain.htm>

Ericson 27 Fleet One San Francisco
<http://www.Ericson27.com>

Ericson 31 and Ericson Cruising/ Independence 31
glynmarejudson@sprintmail.com

Ericson 32
tpe2@cornell.edu
<http://www.geocities.com/tpe2/ericson.htm>

Ericson 35 MK2 Home Page
socalsail@aol.com
<http://members.aol.com/socalsail/Page2.html>

Ericson Alberg Classic 35
kavi8@aol.com
<http://ericsonalbergclassic.homestead.com/Page1.html>

Ericson 39 Webpage
hisboat@hotmail.com

Ericson 39 Webpage
whiting@earthlink.net

Ericson 5.5 Meter
<http://www.uweb.ucsb.edu/%7Egmccau00/ericson.html>

Ericson Yachts Webpage
<http://www.ericsonyachts.com>

Ericson Email Discussion List
<http://members.sailnet.com/resources/links/list/index-new.cfm?id=ericson>

Ericson Webpage
<http://nwericson.homestead.com/>

Ericson Yachts Library
atlas345@hotmail.com

Maine Ericson Owners' Association
Jim and Sue Keefer
P.O. Box 756
Rockport, ME 04856

Northeast Ericson Owners' Association
northeast_ericson_owners@att.net

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Freedom 33 cat ketch

This unconventional two-master boasts speed and simplicity

THE FIRST THING YOU NOTICE IS THE freestanding masts. Next you see the wide sidedecks, which are clear of chainplates and stays. It just gets better from there.

The Freedom 33 is one of the series of Freedom sailboats created by Garry Hoyt and built, beginning in l978, by Tillotson Pearson Inc. (TPI). The boat was available with two cabin structures, three internal layouts, and three drafts: a deep fin-keel version with 6-foot draft, a shoal-draft keel version of 5 feet 3 inches, and a centerboard version with a 2-foot 9-inch draft.

I sailed on *Wastrel*, which originally had a deep-fin keel but has now been modified to a 5-foot 3-inch draft. The boat did not seem to mind, although the deeper keel would go better to windward. That said, the Freedom 33 is no slouch; we sailed at 7 knots in l8

by Bill Sandifer

knots of apparent wind . . . beats my sloop any day!

Jim Schmitt is a good friend who was in the process of purchasing this boat. He asked me to do a survey of the boat for him and to conduct sea trials. When we went out for the sea trials, Jim lost his favorite hat overboard. Without thinking, I put the helm over and jibed the boat to recover the hat. No headsails to tack through, no winches to grind. Just turn the wheel, and she reverses her course. Really grand! For those who want additional strings to pull, an easily set staysail can

Wastrel ***gets a workout as Bill Sandifer learns to sail a Freedom 33 . . . another experience entirely.***

be flown. This will certainly increase off-wind speed.

The sails are large (621 square feet) with plenty of roach, but as there is no backstay, in fact no stays of any kind, there is plenty of room for sail area. *Wastrel's* masts are carbon fiber with a conventional track bolted to them. She also has conventional booms with rigid vangs. Originally as built, the sails wrapped around the mast and had A-frame (or wishbone) booms, but somewhere in her life *Wastrel's* rig was modified. The newer plan is easier to reef. Lazy-jacks complete the rig and make dropping the sails a breeze.

No hobbyhorsing

The boat comes about smartly with no reluctance. Motion is steady and businesslike with no tendency to hobbyhorse. When going to windward in a chop, the decks stay dry. In light air, the boat sails well but is no 12-Meter racer. A little leeway is noticeable, although this might be due to *Wastrel's* shortened keel. She will point at least as well as (or better than) any sloop her size. She tacks through 90 degrees and can point to within 45 degrees of the wind. Weather helm is not a problem as you can balance the sails to create a very light feeling on the wheel.

The design is really a big canoe-bodied hull with a bolted-on fin and outboard rudder. The combination works, but it is hard to make her self-steer. The boat just doesn't want to sail herself. Under sail, a wheel-mounted autopilot handles the steering duties quite nicely.

The deck layout is unconventional in that the mainmast is mounted all the way in the bow, and the mizzenmast is about two-thirds of the way aft. The cockpit is all the way aft without an afterdeck or stern lazarette. The helmsman's seat forms the stowage space for two propane bottles just inside the transom. The cockpit is open through the stern under the quadrant of the rudder. As a result, any water that may wash into the cockpit can easily drain overboard. Water from a following sea might enter the cockpit through this opening, but it will drain quickly. This shouldn't be a problem in normal conditions.

The two-stateroom design has a deckhouse that takes up the middle of the cockpit, creating a forward-facing, U-shaped cockpit. The single-stateroom version does not have this intrusion so you have a nice square cockpit, which I prefer. The wheel either mounts on the aft face of the deckhouse in the U-shaped cockpit or on a stand-alone pedestal in the square cockpit. Side seats are molded into either design with lazarette stowage accessed through seat-top lockers. The coaming on either side of the cockpit is wide, teak capped, and comfortable for sitting with your back against the lifelines. Six to seven sailors will fit in the square cockpit while only four to five can manage in the U-shaped cockpit. More would be a squeeze.

Great layout

Combine a comfortable cockpit and all lines led aft to that cockpit with wide unobstructed sidedecks, and you have a great deck layout. Be careful when going forward, however, as there are no shrouds to grab.

Belowdecks, the first thing you notice is the high crown of the cabin overhead. This height is well camouflaged on deck but is apparent down below. There is 6-foot 1-inch headroom on the centerline with less to either side. As these are the areas of the settee, navigation station, and double quarterberth, people will usually be sitting down when they use this space.

One of the first things my wife noticed when going below was the head door. It is curved, varnished oak, a really nice touch. And the rest is in keeping with this high standard. *Wastrel's* interior is finished in white with light oak trim, giving the cabin a light and airy feeling. Other models have ash or teak trim, but I particularly like the oak with the white paint for contrast.

"One of the first things my wife noticed when going below was the head door. It is curved, varnished oak, a really nice touch."

Look, Mom! No shrouds. This unobstructed deck requires the increased use of jacklines and handrails.

Jim Schmitt

Wastrel's *interior is sumptuous. Even here, however, the traditional sailor realizes that this boat has a very different kind of rig. The main mast is in the bow, the mizzen is two thirds of the way aft.*

Wastrel has dark green upholstery with gold flecks and, combined with the varnished wood trim, the interior is very elegant indeed.

The galley is outboard of the mizzen-mast. To port there is a double sink athwartship, the stove and oven are farther aft on the port side, and the refrigeration unit is all the way aft to port, outboard. The icebox is well insulated, but the top is two layers of Corian. An assist from a pneumatic cylinder is required to open it and keep it open.

Starting from forward, there is a wide V-berth, followed by the head to port and a hanging locker to starboard. The main saloon in the keel version has a removable drop-leaf table on the centerline. There is a settee to starboard and an L-shaped seat to port.

The man behind the boat

Garry Hoyt is an innovator of rare talent and ability — a real leader in innovation. Garry clearly has a claim on the knowledge and the ability to use it to create fast, easily handled sailing and human-powered vessels.

He started on this, his second career, after two very successful decades on Madison Avenue. He was a senior vice president of Young and Rubicon, living and working in Puerto Rico, when he decided to switch gears. In Puerto Rico, he designed and built surfboards, surfed, flew a plane, and was a devoted boardsailor. He won the Sunfish Worlds and was a member of the Puerto Rico Olympic Sailing Team in the Finn class, finishing 10th in the 1968 events. He has been heard to assert, "No one knows more about the medium of water than I do."

This life experience was utilized in the creation of the first Freedom 40, a boat that was a great success on the Caribbean Race Circuit. With its unstayed carbon masts, canoe hull, and high-crowned decks, the 40 was the predecessor of the Freedom 33.

Garry's two decades in the advertising business taught him the lesson of products needing fresh ideas and commercial acceptance of those ideas. In the sailboat industry, the usual approach is a variation on the traditional theme, rather than a whole new approach.

Garry fought the idea of variations on a theme and went his own way. The first Freedom 40 did not even have an engine, for example. His concept was not, in itself, revolutionary. It was, rather, the rebirth of older proven designs from the likes of Nat Herreshoff, but these ideas were updated to take advantage of new construction techniques and materials.

In addition, he has patented the "gun-mount spinnaker pole," a human-powered Water Bug, and the continuous-line reefing system. The Water Bug and its bigger sister, the Mallard, are unique streamlined watercraft that have equal parts in and on the water. They are self-righting, watertight, and just plain fun to operate in moderate surf. Garry says he is looking to provide fast and fun designs for the young and young at heart.

This creative thinker works hard at whatever he does. When he was drawing the first Freedom 40, he spent hours in the MIT library researching the technical information he needed to back up his creation. In the end he turned to Halsey Herreshoff, Nat's great-grandson, for technical support and concept verification.

Garry has written a book based on a series of lectures he presented at various events in Newport, Rhode Island. Called *Ready About*, it was published by International Marine. It's well worth reading for a better understanding of this innovative dreamer who turns his dreams into everyday magic for all of us.

People seated either to port or starboard can reach the table. In the centerboard version, the centerboard trunk has table leaves port and starboard. The centerboard trunk forms a permanent divider of the main cabin and is high enough that short people seated on a settee would have trouble seeing over it.

Not for two

Moving aft, the galley is to port, and the navigation station is to starboard. The quarterberth on the starboard side makes a seat for the navigation station and extends under the cockpit for a full-length berth that is wide but not quite large enough for two.

The auxiliary engine is under the companionway ladder. Removing this ladder provides engine access. Most sailboats have an access problem here, and the Freedom 33 is no exception. The Yanmar 3 GM 30 is shoehorned into the space with the electric water heater aft of it. I am not sure how you would service or replace the water heater. In the two-cabin version, the engine and heater are in the aft cabin. It must be interesting to work on either one of these in the heat of summer! With a bit of effort, the engine on *Wastrel* could be disassembled and removed. The shaft would have to be disconnected by lying over the top of the engine. You'd need a small, but very strong, person with extra-long arms. In Singapore, I had a mechanic who could literally sit next to the engine on my 32-foot ketch. This is what is needed here, but we tend to grow them too big in North America!

Construction is robust, as befits an Everett Pearson-built boat. Hull and deck are balsa-cored for lighter weight. *Wastrel* has no evidence of water intrusion into the hull or deck laminate, but it is possible to have a problem if a carelessly drilled hole is not properly sealed. The bilges are acceptable but not deep (remember the canoe hull).

"If you want to turn heads in every port you enter, the Freedom 33 is the boat to do it."

There is a sump over the top of the keel, but it is limited. All through-hulls have bronze ball valves on them and good backing blocks. All hardware is first-class with Schaefer and Nicro predominating. Steering is by Edson with an emergency tiller as standard.

No interior liner

The interior is built up, not a liner, and well attached by tabbing to the inside of the hull. The 12-volt and l10-volt systems are well done and well tied off. *Wastrel* has a 12-/110-volt refrigeration system as well as 110-volt reverse-cycle heat and air conditioning. This is nice for making use of the boat on those hot or cold days at the dock.

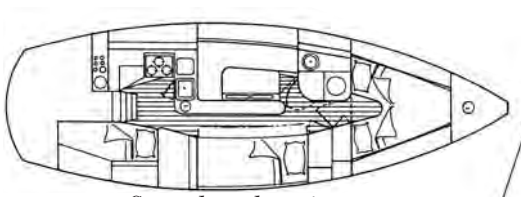
Fuel capacity is 25 gallons and water tanks hold 83 gallons plus 6 more in the water heater. There is a shower and sump in the head, but it is easier to shower in the cockpit using a sun-shower (in the summer, of course). *Wastrel* has pressure fresh water and manual salt water supplied to the large galley sink. The current owner would like to convert the saltwater system to a foot pump at some point. Right now, it has a manual rocker-type pump mounted outboard of the sink.

Conclusions

If you want to turn heads in every port you enter, the Freedom 33 is the boat to do it. There are not too many negatives to address with the boat. Engine access is a problem, as it is on most sailboats. Interior headroom is limited to 6 feet 1 inch. If you are taller than that, you'll be doing a lot of ducking. The cockpit is comfortable on the single-cabin version, but it would be a little small on the aft-cabin version if you do much entertaining, as the aft cabin really winds up in the cockpit. Construction and outfitting are to Everett Pearson's usual high standards.

The boat sails much better than the average 33-foot sloop or ketch, and it is easily handled. This is a fast, comfortable, and capable sailboat.

As you can tell, I'm very partial to the Freedom 33 and enjoy the chance to sail on her when invited.



Centerboard version

Dimensions:

LOA:	33′0″
LWL:	30′0″
Beam:	11′0″
Draft:	
Board up:	3′6″
Board down:	6′0″
Sail area:	621 sq. ft.
Displacement:	12,000 lb.
Ballast:	3,800 lb.
PHRF rating:	192

Gemini 105M

A popular cruising catamaran

BY ALLEN PENTICOFF

Henry and Linda McKevitt use *Linda Lee*, their Gemini 105M, for cruising the mostly shallow waters around Florida's west coast.

When Henry and Linda McKevitt traded in their S2 9.2 center cockpit in October 2011, they had been looking for a comfortable boat for cruising the shallow waters of Florida's west coast. What they found was *Linda Lee*, a 1999 Gemini 105M. Henry, a retired contractor, took the impressive step of taking lessons in operating a catamaran from a local catamaran dealer. These vessels are not the same as monohulls; coaching helps avoid some easily preventable problems. Not long ago, I readily accepted an offer to sail to the Dry Tortugas aboard *Linda Lee*.

Cruising catamarans are very different from beach catamarans. They do not fly a hull when sailing. Tony Smith, who designed the Gemini, once offered a reward for a photo of a Gemini or any other cruising catamaran flying a hull. He never had to pay. One of the most appealing features of a cruising catamaran is that it sails nearly level. Five degrees of heel is typical. These boats do not roll while anchored, nor do they tend to sail on the anchor. While cruising cats are promoted as being faster than monohulls of similar length, overloading them with cruising gear and provisions slows them down considerably.

With two hulls connected by a complicated bridge deck and superstructure, more material goes into a catamaran than a monohull of the same hull length, so it costs more to build. For a given length, however, a cruising catamaran offers much more space than a monohull, and it is a different kind of space on deck and below. Many cruising cats have broad foredecks for lounging and handling anchors and sails and all have large cockpits that are great for entertaining.

Cruising cats also draw very little water, only 18 inches in the case of the Gemini with the two centerboards raised. The downside is a general slowness to respond when under way. Cruising cats are not spritely sailers. They are good at going one direction for a long time but not so good at repeated quick maneuvers. Consequently, the engines become more important to cruising cats than to most monohulls. Many cruising cats have two engines, which is a great help when maneuvering in confined spaces, but a problem if one engine is inoperative. The Gemini 105M has the great compromise of a single small diesel engine

The stern of *Linda Lee* is a busy place, with an inflatable in davits, a solar panel, a barbecue grill, and lines for handling the retractable rudders.

with a steerable and retractable Sonic drive leg. Earlier Geminis had single or twin outboard motors mounted on the transom of the center bridge deck.

History

Geminis have their roots in Great Britain, where Tony and Susan Smith first designed and built the successful line of fiberglass Telstar folding trimarans. After they moved to the U.S. in 1981, Tony continued to build the Telstar under the name Performance Cruising Inc. (PCI), until a fire destroyed the molds. Fortuitously, he owned the molds for the 30-foot, 6-inch Aristocat catamaran that he brought into production as the Gemini 31. These boats had outboard power and rudders that lifted daggerboard-style in cages hung on the transom of each hull.
A key feature of all Geminis has been a relatively narrow beam, at 14-feet, allowing them to berth in most standard-sized slips and to be hauled with a moderate-sized travel lift. A Gemini can also be transported by highway, albeit as a "wide load." Production was geared toward simplicity and not many options were offered, thus a relatively low initial cost for a cruising catamaran made them very appealing.

The 31 was superseded by the very similar Gemini 3000, which remained in production until 1990, when it was replaced by the slightly longer Gemini 3200. The longer yet 3400, still based on the Aristocat's hulls, was introduced in 1993. The Gemini 105M, redesigned with wider hulls, arrived in 1996. PCI had built about 200 of the 105M by 2003, when it introduced an updated version that it called the Gemini 105MC.

Also in 2003, PCI introduced a new version of the Telstar trimaran that was produced through 2009. In the disastrous economic downturn of 2008, the company went into partnership with The Catamaran Company, a successful catamaran dealer headquartered in Fort Lauderdale. The Smiths retired and their daughter, Laura Smith Hershfeld, became president of Gemini Catamarans, which markets the boats that are now produced by Hunter Marine in Alachua, Florida, at the rate of about one boat a month. Altogether, 1,000 Geminis of all models have been built.

Design and construction

The Gemini 105M has pleasing lines with a slightly raked bow, flat sheer, and sugar-scoop transoms. The rakish cabin profile is emphasized by black acrylic windows and accent lines.

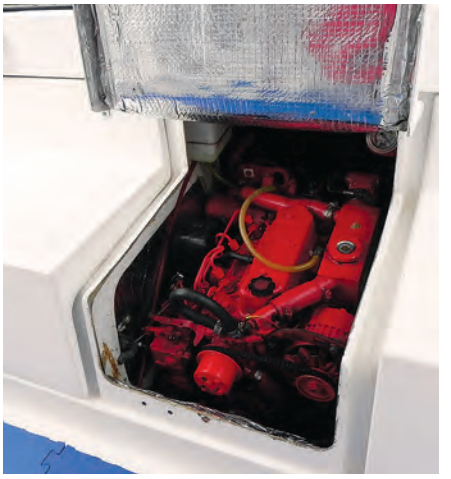
The rudders can be retracted and lowered with lines led to rope clutches at the transoms. The centerboards kick up as well and are raised with a hand crank and held in place with friction nuts. They take up no noticeable cabin space.

The two hulls and bridge deck are molded as one piece, leaving no seams to leak. The solid deck is similarly all one big piece. Several fiberglass pans and liners make up the interior furniture. The hulls are laid up with solid fiberglass and the deck is cored with balsa and plywood. Catamarans are more lightly constructed than monohulls because light weight is essential to their performance advantage and, in part, because they don't have to support the weight of a heavy keel. Should a hull of the Gemini 105M be holed, buoyancy tanks built into each hull (but not claimed to be watertight) are intended to float the holed hull high enough to prevent water from reaching the bridge deck and flowing into the other hull. Gemini recommends filling these tanks with foam if the boat is heading offshore.

While catamarans don't require a strong supporting structure for a keel, rigging loads are high because they don't heel as much as monohulls. The Gemini is rigged as a masthead sloop with double spreaders, removable check stays and baby stay, and twin backstays. The forestay is mounted aft of a small anchor sprit between the two bows. All the shroud chainplates are attached to the bridge deck, not to the hulls. The mainsheet, attached to a traveler that runs the width of the transom, is easy to handle, but the traveler lines need to be secured during maneuvers. On *Linda Lee*, lazy-jacks, Battcars, and a Mack Pack make handling the mainsail a snap in most conditions. The headsail is set on roller furling.

Deck

There is a lot of deck on a cruising cat. What draws one's eye first is the large cockpit that seems like an outdoor ballroom. For all this real estate, however, the seats in the Gemini's cockpit are



Access to the engine is very good. It's coupled to a retractable and steerable Sonic drive leg.

Tinted deadlights and a raked cockpit windshield give the Gemini 105M a dashing appearance.

During Allen's cruise to the Dry Tortugas, west of Key West, Florida, the crew could choose between standing at the helm or sitting on a folding chair.



The long galley counter makes good use of the slender starboard hull, at left. A sleeping cabin is aft of it. The galley is a level down from the saloon but open to it, center. Forward of the galley is the master stateroom with its queen-sized berth, at right. The head compartment, below, is easy to wipe down.

a bit narrow for comfortable sitting and lounging, although a wide cushion helps. On the other hand, you can set out a folding chair or two and sit in real comfort or go forward to stretch out on the spacious foredeck.

The sidedecks provide a precariously narrow path for going forward but there are plentiful handholds. If, as on *Linda Lee*, lines are not led aft from the mast to the cockpit, adding grabrails near the mast would provide support when working halyards — catamarans don't heel much but they are still affected by waves. There is a large storage compartment in the port bow, and the anchor locker, with external windlass, is extra large as well. Foredeck work with the anchor couldn't be easier. Henry finds his wireless headsets indispensable for communication with the helm.

The 27-horsepower Westerbeke diesel engine is located in a compartment in the transom of the bridge deck, along with the fuel tank. Engine access is excellent. The hydraulic system that retracts the Sonic drive leg (doing so improves sailing performance) is also located here. A freshwater hose for personal desalination is convenient to a swim ladder on the starboard transom. *Linda Lee* has davits to carry a dinghy.

Accommodations

Space and light abound in the well-ventilated interior. Sleeping quarters are found in a queen-sized berth in the bridge deck forward and a substantial berth aft in each hull that is roomy for one but tight for two. The queen berth can be tight for tall people as the foot end is close to the cabin overhead. In order to

get out, the inboard person must first ask the outboard person to vacate.

A very useful linear galley is in the starboard hull and a long counter in the port hull serves as a standing navigation station. Storage cabinets are fitted along the inboard sides of both hulls. The narrowness of the passageways makes movement and standing very secure while at sea. The U-shaped saloon settee (that's convertible to a berth) and the folding table it surrounds are roomy enough for a party, but headroom is somewhat limited at the forward end. It's a great place to hang out with its light and airy feel.

The saloon settees are not quite long enough for a power nap. The feet of the off watch hung over the end and the watch crew had to be careful not to bump into them while moving about the cabin. A true front-loading refrigerator that uses multiple power sources is a nice feature. *Linda Lee* also has a combination heater and air conditioner. The head is forward in the port hull and easy to use at sea in that narrow part of the hull.

Resources

Gemini Catamarans
Currently produces the Gemini Legacy 35 and supports older models
www.geminicatamarans.com

Gemcats
An owners association with website and newsletter:
www.gemcats.net

A Yahoo group
groups.yahoo.com/group/Gemini_Cats

Under sail

The hulls make nearly no wake as they slip through the water. During our cruise we motorsailed most of the time, averaging 6 to 7 knots. This enabled the Sonic drive leg to help with steering in the steep 5- to 8-foot, nearly breaking seas. We were beam and broad reaching much of the time. The Gemini showed no signs of broaching but would occasionally surf to 13 knots and demand attention not to bury the leeward bow in the wave ahead. I found the ride comfortable, if noisy. Waves would pass under us with little rocking action. Anything thoughtlessly placed on the galley counter stayed there. My berth was in the port (windward) hull aft, where I found I could keep the small port open for ventilation without any water coming in. It was a good ride for sleeping.

The Gemini 105M is steered from the starboard side of the cabin trunk. One looks through the windows to see forward, but *Linda Lee*'s windows

Spanning the width of the bridge deck, the saloon is generously roomy for any 32-foot boat, at left, and the sense of space is further enhanced by the open areas in the hulls abreast of the saloon. The bridge deck also has room next to the companionway for the three-way refrigerator and microwave, at right.

are hazed with age and were crusted with salt spray. Henry sits behind the wheel on a tall folding captain's chair that showed no tendency to become unbalanced even during the roughest times. We often steered from sitting on the seat or coaming to starboard of the wheel so we could see forward, get sightlines, and check for traffic. Docking port-side-to could be a bit tricky with the wheel far to starboard. The throttle lever was in a place where passing derrières frequently bumped it down.

A nice feature is having the cabin floor on the same level as the cockpit. Coming and going was effortless as most of the time the door between them was left open. The off watch can reside in the saloon ready to be called if needed.

When following seas threatened, the door was closed as a precaution, although no wave came close to coming aboard. The windows next to the door or in the door can be opened for ventilation and communication. I could have wished for handholds on the edge of the hard Bimini and bit more height under it — I bonked my head frequently on its edge when passing under it.

One drawback is that the low bridge deck — with only a foot of clearance at the transom — pounds when at sea and at anchor.

When we were able to do some sailing without the engine, I found that, off the wind, everything is a piece of cake. The one area where catamarans fall flat is tacking to windward. To get the Gemini to come about, we had to backwind the jib or start the motor and power around. I did not get a chance to sail to windward in any sea that would show what the ride was like, but the Gemini 105M points reasonably close to the wind due to the centerboards. There is little feel to the helm and we depended on the compass a great deal even when sailing to windward. You basically point the boat where you need to go. Many owners simply use the autopilot.

Gemini 105M

Designer	Tony Smith
LOA:	33 feet 6 inches
LWL:	31 feet 9 inches
Beam:	14 feet 0 inches
Draft (c/b down):	5 feet 6 inches
Draft (c/b up):	1 foot 6 inches
Displacement:	8,000 pounds
Sail area:	620 square feet
Disp./LWL ratio:	112
Sail area/disp. ratio:	25.0
Water	60 gallons
Fuel:	36 gallons

Conclusion

The Gemini line is still in production, which shows there is still a demand for this very capable boat. Gemini Catamarans also provides service and support for the older boats.

Owners' reports regarding quality of construction vary widely. The Sonic drive leg, while a great combination of diesel and outboard, is known for troubles. We had them too; it would not retract. If the lines between the drive leg and rudders are not rigged properly, the handling will be awful. Some of the details are simple and look less than yachty, but they are functional ways to curtail costs and make the boat affordable. Buyers of these boats overlook this and see value in the whole package but, as with any boat, a very thorough pre-purchase survey should be considered essential.

Geminis hold their value in resale. An Internet search found a 1982 listed at $36,500. Most Gemini 105Ms are listing from $70,000 to $100,000. Newer versions have more features and are priced accordingly.

Allen Penticoff, a Good Old Boat *contributing editor, is a freelance writer, sailor, and longtime aviator. He has trailersailed on every Great Lake and on many inland waters and has had keelboat adventures on fresh and salt water. He presently owns an American 14.5, a MacGregor 26D, and a 1955 Beister 42-foot steel cutter.*

Hughes-Columbia 31

A roomy coastal cruiser that's fun to sail

by gregg Nestor

In 1963, brothers Howard and Peter Hughes of Willowdale, Ontario, formed a partnership to build dinghies. Their venture was quite successful, and by 1968 their product line included auxiliary sailboats ranging from 22 to 48 feet.

Wanting to diversify, U.S. Steel bought Hughes Boat Works Limited in 1969 and changed the company name to Northstar Yachts Limited. Concentrating on performance boats, the new company introduced eight racers. However, despite the boats' racing prowess, Northstar disappeared from the marketplace in 1975. Howard Hughes purchased the defunct Northstar Yachts in 1977 and renamed it Hughes Boatworks, Inc. With the focus redirected toward family cruisers, business improved dramatically.

When Columbia Yacht Corporation of Costa Mesa, California, went bankrupt in 1979, Howard bought it and renamed his new company Hughes-Columbia. Using the designs of Alan Payne and William Tripp Sr., seven new models plus five reworked Sparkman & Stephens designs were introduced under the Hughes-Columbia name. Due to the debt incurred by the acquisition of Columbia Yachts, which was compounded by a deep recession and high interest rates, Hughes-Columbia went into receivership. In 1982 the factory was closed and the business sold to Aura Yachts, which unfortunately was unsuccessful in making a go of it.

Around 1986, after the failure of Aura, Howard again entered the picture and bought the assets. He concentrated on building a custom 41-footer, as well as branching out into one-piece fiberglass swimming pools. In 1991, the combination of a catastrophic fire and a fraudulent insurance company closed the plant for good. Howard leaves a legacy of 3,500 boats and, for several years, his company was the largest Canadian sailboat manufacturer.

Design

While under the ownership of U.S. Steel, Northstar Yachts hired Sparkman & Stephens to design six boats ranging from 25 feet to 36 feet. One of them was design #2098-6c, marketed as the Northstar 1000 (NS1000). Subsequent to the formation of Hughes-Columbia, the NS1000 was modified to become the Hughes-Columbia 31 (HC31), and it remained in production until 1982. The changes included rolling out the sides to create tumblehome and stretching the transom.

Even after the modifications, the design of the HC31 was still highly

Designed by Sparkman & Stephens and built mostly during the 1970s in Canada, the Hughes-Columbia 31 was influenced by the International Offshore Rule (IOR). Pictured above is *Whisper*, owned by Walt Pilny of Mentor, Ohio.

The raked bow has a slight concave curvature hinting at clipper heritage, at right. Most IOR designs have pinched ends, as illustrated by the HC31's small transom, below.

influenced by the International Offshore Rule (IOR). The boat features a bald clipper bow and a modern reverse counter that is very narrow and pinched. The long bow and moderate stern overhangs are connected by just a hint of curvature in the sheer. Those sections of the topsides forward of amidships are flared, and the tumblehome of the Northstar 1000 is no longer in evidence. The boot stripe and wide cove stripe cleverly camouflage the boat's moderate freeboard, while a generous coachroof crown minimizes the cabin's height. The boat's appendages are typical of '70s styling, including a slightly swept-back fin keel and a rudder attached to a skeg.

Construction

Both the hull and deck of the HC31 are solid hand-laid fiberglass. Prior to mating these two parts, a molded fiberglass pan was glassed into the empty hull. This pan incorporates the engine bed, berths, and most of the other "furniture." In addition to the pan, there's a fiberglass headliner. These two interior components not only stiffen the boat structurally, but also greatly speed up construction. The hull-to-deck joint appears to be an inward-turning, overlapping flange that's been chemically bonded and mechanically fastened with closely spaced bolts through a slotted aluminum toerail.

The wooden bulkheads and cabinetry are marine-grade plywood that have been veneered with mahogany. All trim, plus the overhead handrails, are solid wood. The galley counter and chart table are finished in an off-white plastic laminate, and the sole is teak and holly. Exterior brightwork is minimal and limited to the companionway trim, hatchboards, and sometimes the cabintop handrails.

Underwater, there's a 5-foot 2-inch fin keel comprising a solid lead casting and a solid fiberglass spade rudder mounted to a moderately sized skeg. All chainplates are electrically bonded to the keel. Deck hardware is of good quality and is properly through-bolted with backing plates.

At one time, the HC31 was widely marketed as a "kit boat" for amateur completion; however, most were factory finished.

Deck features

An anchor roller is incorporated into the boat's stemhead fitting, while a pair of mooring chocks are situated outboard at the forward terminus of the slotted toerails. Owing to the sharpness of the bow, the foredeck is a bit on the narrow side. Even with this being the case, the area is fairly clutter-free, except for a 10-inch cleat mounted directly in the foredeck's center. The sidedecks are a generous 18 inches wide and allow easy movement. Outboard, they are flanked by dual lifelines that terminate at stainless-steel bow and stern pulpits.

Forward, on each side of the cabin trunk, is an opening portlight followed aft by two larger fixed portlights. Situated on the cabintop are a forward opening hatch, a pair of cowl vents, port and starboard grabrails (either stainless steel or wood), and a sea hood. The cockpit is T-shaped and, owing to the boat's IOR-influenced design, small. The cockpit seats are 5 feet long; beneath the port one is a sail locker that also houses the fuel tank. There's no bridge deck to help prevent water in a pooped

Without a bridge deck, the bottom companionway boards should be secured in place when sailing in blustery conditions.

Owner Walt Pilny installed a padded seat athwartships on *Whisper* so he can sit down on the job.

cockpit from cascading below. There is, however, a pair of 1½-inch cockpit scuppers. Unfortunately, their openings are raised about 3/16-inch above the cockpit sole, which precludes the cockpit from draining completely.

Belowdecks

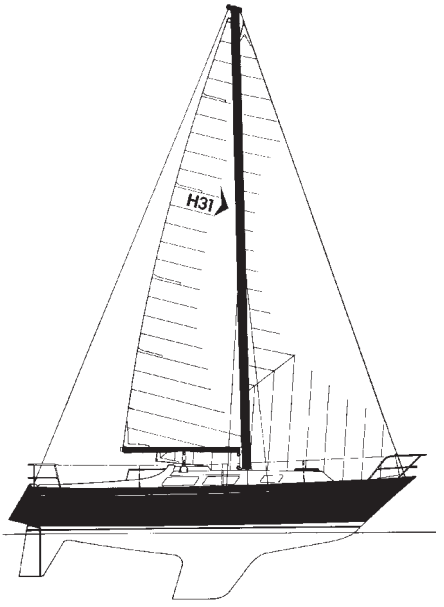
The interior was undoubtedly a strong selling point of the boat, and for the most part the belowdecks finish is well done.

The layout is conventional, with a V-berth forward, followed by a head to port and a hanging locker-and-bureau combination to starboard. The V-berth is 6 feet 4 inches long and, with its insert, 5 feet 3 inches at its widest. Above is a pair of shelves and beneath are the holding and potable water tanks. The head features a marine toilet, a single stainless-steel sink, hot and cold pressurized water, and a shower with teak-grated sump that drains to the bilge. A double-duty wooden door offers privacy to either the V-berth or the head, depending upon which way it is swung.

The saloon consists of opposing settees and a bulkhead-mounted table. While the port settee converts into a double berth, the starboard settee is a fixed single berth. The space beneath the port settee houses the hot water heater, the inverter, and the 110-volt breakers.

The L-shaped galley, with its single sink, icebox, pressurized alcohol cooktop, and flip-up counter extension, is to port. Across from it is the forward-facing navigation station with a lift-up chart table. A spacious quarter berth follows directly aft. The 12-volt electrical panel is situated above and at the head of the quarter berth; the batteries are housed beneath. At the foot of the quarter berth is a removable panel that accesses the cockpit locker.

There is plenty of stowage above, behind, and below the settees and quarter berth, as well as in the galley. The settees and quarter berth are 6 feet long, and headroom measures 6 feet 1 inch.



Hughes-Columbia 31

Designer: sparkman & stephens
LOA: 31 feet 6 inches
LWL: 24 feet 0 inches
Beam: 9 feet 8 inches
Draft: 5 feet 2 inches
Ballast: 3,350 pounds
Displacement: 9,100 pounds
Sail area: 400 square feet
Displ./LWL ratio: 294
SA/Displ. ratio: 14.7

The rig

The HC31 is rigged as a masthead sloop. Its mast is deck-stepped and supported by a pair of cap shrouds, a single pair of spreaders, fore and aft lower shrouds, a headstay, and a single backstay. Comprising a main and a 100% foretriangle, this high-aspect-ratio sloop has a sail area of 400 square feet.

A pair of Lewmar #7 halyard winches is mounted on the mast. The headsail's sheets are led aft through snatch blocks that can be infinitely positioned on the slotted toerails and terminate at two-speed Lewmar #30 primaries. The main is sheeted mid-boom to a cabintop traveler and is controlled by a third Lewmar #7 that's mounted to port on the cabintop. Other sail controls include jiffy reefing, a vang, an outhaul, and a topping lift. The halyards, outhaul, and topping lift are led internally.

Under way

The HC31's fin keel and lean hull form make for good upwind sailing performance. Its speed, seaworthiness, stability, and balance are average, if not slightly above. Its PHRF rating is 186. In comparison, a Ranger 30, another late-'70s design, rates between 168 and 174, and that old stalwart, the Catalina 30, usually rates 180 or 192 in fleets around the country.

The boat's best point of sail is upwind. The boat, like many other IOR boats, isn't known for great handling under a spinnaker.

The saloon is straightforward with opposing settees and a bulkhead-mounted table.

Opposite the galley is a dedicated chart table, somewhat unusual on a 31-footer.

Whisper, the review boat, is equipped with a 15-hp, raw-water-cooled 2GM Yanmar diesel and a 15-gallon fuel tank. Access to the engine is excellent and easily achieved by removing the companionway stairs and the cabinetry housing the engine.

Things to check out

Most complaints seem to be age-related rather than chronic production-related faults. These include leaking portlights, tired rigging, and the effects of poor maintenance.

In general, the overall integrity of the hull and deck structures seems to be above average. Unfortunately, the HC31 was widely marketed as a "kit boat" for amateur completion. As such, there's a chance that the interior of some boats may suffer from less than professional workmanship.

Also, some boats were fitted with inexpensive 15-hp OMC Saildrives. This gasoline engine is essentially a de-tuned 30-hp outboard motor and is the least desirable auxiliary. Fortunately, many boats have been re-powered with diesel engines.

Conclusion

The Hughes-Columbia 31 is of fundamentally good design and can represent excellent value if it is in good shape and reasonably well-equipped. It's fun to sail and makes for a roomy coastal cruiser. Most HC31s are located in Canada and range in price from $19,000 to $35,000.

Gregg Nestor is a contributing editor with Good Old Boat. *His third book, currently at the publisher and yet to be titled, is a comprehensive handbook for trailersailors. His wife, Joyce Nestor, is responsible for most of the photos associated with articles by Gregg. The two choose between cruising Lake Erie aboard their Pearson 28-2 and trailersailing their O'Day 222.*

The head of the quarter berth does double duty as the seat for the chart table.

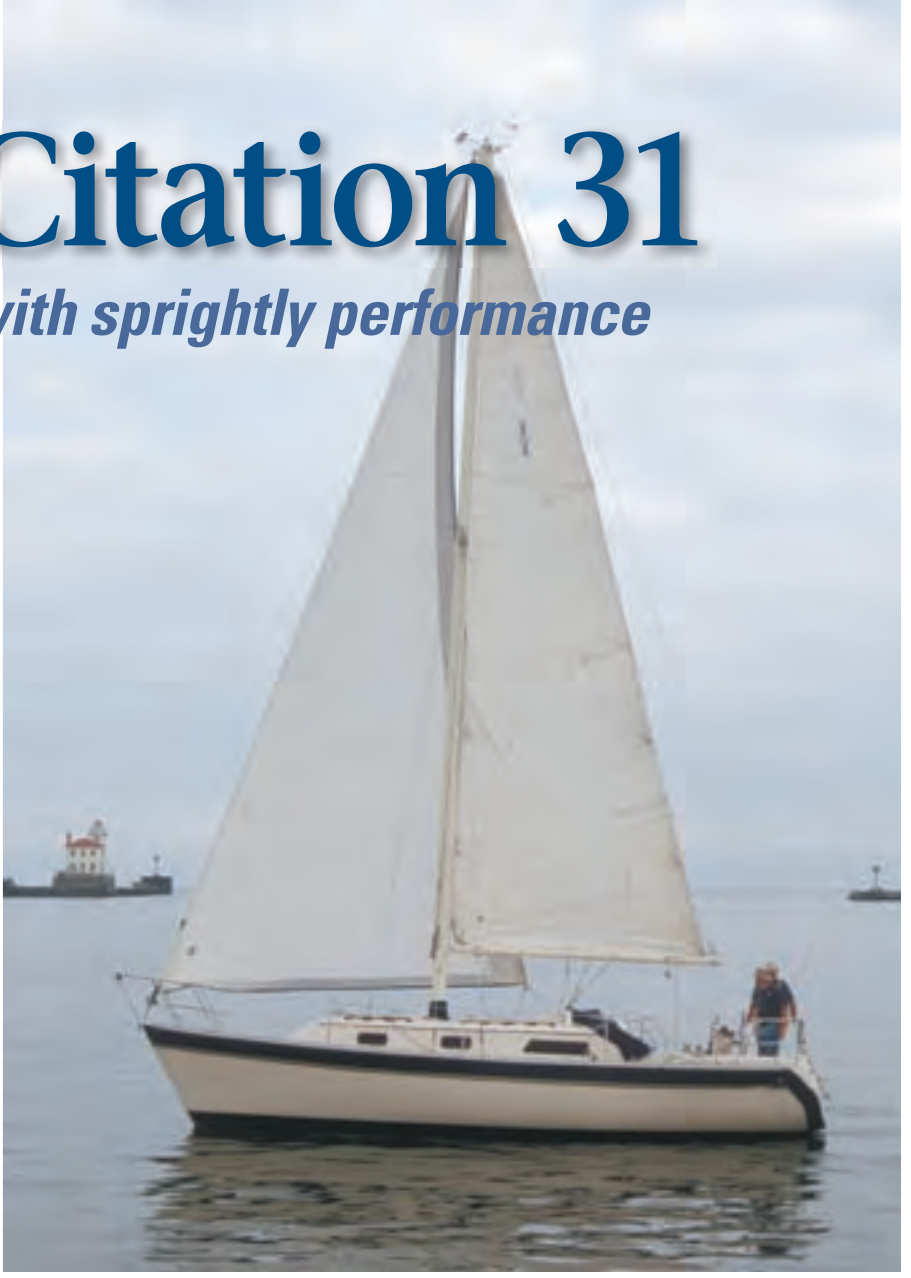
With the insert in place, the V-berth is comfortable for two.

***Whisper's* standard stovetop has been replaced by a microwave.**

Irwin Citation 31

Coastal cruising with sprightly performance

by Gregg Nestor



***Quest*, the Irwin Citation 31 owned by Jim Chapman, above, has a distinctive wide cove stripe that swoops down at the transom. The T-shaped cockpit, on facing page top, allows the helmsman to move to port and starboard to check the set of the sails and watch for boat traffic. The rudderstock, second image, is easily reached to secure an emergency tiller that clears the pedestal. A view from the helmsman's position, showing the steering pedestal, third image. At the bow, bottom image, is an anchor well of sufficient size to hold one anchor and rode.**

While Ted Irwin's stock-in-trade was the large center-cockpit cruiser, often for the Caribbean charter trade, he also dabbled with smaller boats, targeting the individual sailor/owner. In 1978, his Irwin Yacht and Marine Corporation began marketing a line of performance cruisers called the Citation series. Included in this initial offering were the Citations 30, 34, and 39. With these three boats selling reasonably well, Ted gradually began introducing other models into the line. Over its 11-year history, the number of Citation series models fluctuated between three and four, with their lengths ranging from 30 to 41 feet. The Citation 31 was introduced in 1982 at the height of the series and was in production through 1985.

The Citation 31 is a good example of a 1980's racer/cruiser. The boat is a fairly high-sided and short-ended yacht with a straight stem and a nearly flat sheer. The dark, wide cove stripe minimizes the topside's height, makes the sheerline appear higher at the bow, and takes a distinctive sharp downturn aft to follow the reverse transom.

The cabin trunk is traditional looking and quite low. The cockpit coamings gracefully taper aft from the dodger molding to the transom.

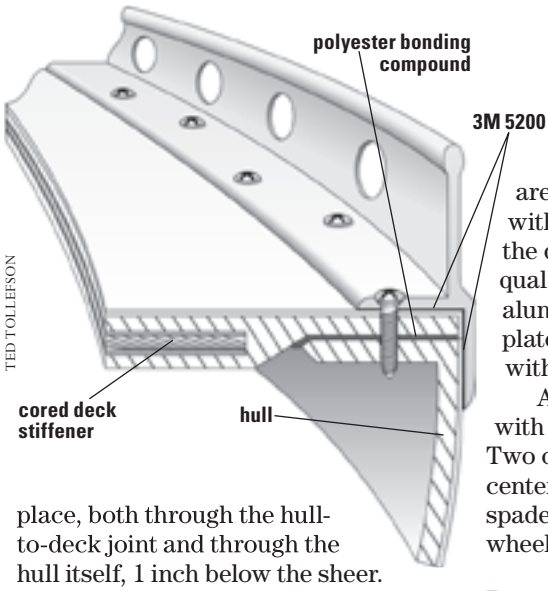
Three keel configurations were offered: shoal, stub keel with centerboard, and a deep fin keel. The latter offers the best upwind performance, as there's more foil to generate lift. The flip side, of course, is the inability to venture into shallow water. The rudder is mounted on a shallow skeg.

The displacement/waterline length ratio is 184, which is moderately light. Coupled with its generous 17.9 sail area/displacement ratio, the boat is a reasonably lively performer.

Construction

The Citation 31's hull is hand-laminated with polyester resin and alternating layers of glass mat and 24-ounce woven roving. Above the waterline, the hull is cored with Coremat. This stiffens the laminate and provides added insulation. Coremat consists of non-woven polyester fibers and microspheres held together by a styrene-soluble binder. It adds bulk and strength and weighs less than conventional fiberglass materials. It also saved the company a substantial amount of time in building the hull.

The horizontal deck surfaces are molded with a contrasting color non-skid pattern and are also cored with Coremat. In the areas beneath winches and major hardware, however, it was removed in favor of plywood, which has better compressive strength. The hull-to-deck joint is an inward-facing flange. The deck is set down on this flange, where it is chemically bonded with an adhesive and mechanically fastened with stainless-steel sheet metal screws on 6-inch centers (see sketch on facing page). The fact that these sheet metal screws are not secured with nuts should be a concern to owners of these boats. Completing the assembly, the slotted aluminum toerail is screwed into



TED TOLLEFSON

place, both through the hull-to-deck joint and through the hull itself, 1 inch below the sheer.

An interior fiberglass pan adds structural strength and stiffness. This fabricated grid not only forms the foundations of nearly all furniture, but also takes the place of stringers and some bulkheads, by supporting the hull in key areas. The main bulkheads are teak-veneered plywood, tabbed with fiberglass strips to the hull and the deck. Deck fittings are of average quality and are through-bolted with aluminum backing plates. The chainplates are laminated into the hull with unidirectional fiberglass.

As noted, the Citation 31 came with a shoal-draft keel as standard. Two options — a deep-fin keel or a centerboard — were available. The spade rudder is mounted well aft and wheel steering was standard.

Deck features

The stemhead fitting incorporates two anchor rollers. There's also an anchor locker in the foredeck with a deck pipe leading to a chain locker below. The sidedecks are reasonably wide, the headsail tracks are recessed, and all

Ted Irwin's career

Ted Irwin was just seven years old when his family moved to Florida's Tampa Bay area. This move kindled his interest in everything associated with sailboats: designing, building, and racing. At 15 he was building boats of his own design in his backyard, and at 21 he landed a job with builder and designer Charlie Morgan. At Morgan Yachts, Ted honed his skills as a draftsman, illustrator, and builder.

After a stint with the U.S. Coast Guard, Ted started his own boatbuilding business. In 1963, in a $75-a-month Quonset hut located on St. Petersburg Beach, he built his first boat, a 31-footer named *Voodoo*. Ted raced *Voodoo* from 1964 to 1966 and won 24 out of 28 races. This astounding record launched his career. Other successes, in the form of racing yachts, quickly followed: *Black Magic, La Pantera, Razzle Dazzle,* and *R2D2*.

Ted quickly took advantage of these successes as well as the knowledge he had gained in building high-tech racing yachts. In 1966 he incorporated as Irwin Yacht and Marine Corp. and moved to Clearwater, Florida. The original plant was 12,500 square feet. It soon grew to 75,000 square feet, employing more than 200 workers. Ted was a prolific designer and had as many as 15 models in production at one time. Irwin Yachts became one of the largest production sailboat companies.

In the beginning, Ted designed and marketed the Irwin 24, 27, 31, and 37. Gradually, the size of the boats increased and the plant began concentrating on center-cockpit models in the 50- to 60-foot range, designed and marketed for the crewed and bareboat charter business.

Despite numerous successes, Ted was forced to file for protection from his creditors under the federal bankruptcy code more than once. Each time he re-emerged with the company name slightly altered. Around 1991 money troubles closed the company's doors for good.

All through the years, the Irwin philosophy was simple: build a good boat for the money, one that is stylish, fast, stable, and comfortable. Even though his boats are generally regarded as lightly built and unsuitable for the rigors of offshore work — for which they were seemingly marketed — more than 6,000 were produced. It should also be noted that Irwin built more cruising sailboats measuring over 50 feet than any other builder in the world.

footing surfaces are patterned in nonskid. There are four sections of teak handrails, dual lifelines connected to stainless-steel bow and stern pulpits, and a slotted aluminum toerail. On the cabintop there's a large forward hatch, a smaller one aft of the mast, and a sea hood. Mounted on each side of the cabin trunk are two opening portlights forward and a single large fixed portlight or deadlight aft.

The cockpit is T-shaped and roomy. The coamings are properly sloped and average 12 inches high. Don't sit in front of the coaming cubbyholes, however, unless their covers are removed. The large knobs on the covers will line up with the small of your back. For additional stowage, there's a deep locker beneath the starboard seat and a pair of lockers flanking the helmsman's seat. The one to starboard is designed to house a propane tank. A portion of the cockpit sole is removable and allows access to the engine, the stuffing box and shaft, and the hot water tank. Beneath the helmsman's seat is the fitting for the emergency tiller. Completing the picture are the Irwin-designed/fabricated steering pedestal, a bridge deck, and a single 2-inch scupper.

All exterior wood is teak: handrails, accent strips above the portlights, and trim on the lockers and around the companionway.

Belowdecks

The interior is white and bright. The V-berth is an exception. All of its surroundings, except for the bureau to starboard and the aft bulkhead, are covered in teak. Even with the overhead hatch, an opening portlight to starboard, and a pair of reading lights, the forward cabin is cave-like.

The V-berth with insert measures 78 inches deep and 69 inches at its widest. Forward and above is a large shelf and beneath are six drawers and the polyethylene holding tank. A four-drawer bureau and a hanging locker offer additional stowage. The head compartment with its inboard-facing door is directly across from the bureau and hanging locker. This arrangement allows for standing headroom and space to change clothes. There's a solid wooden door separating the V-berth and head from the saloon.

The one-piece fiberglass head compartment offers hot and cold pressurized water and is set up for a handheld shower that drains into the bilge. Natural illumination and ventilation are provided by an opening portlight. While fully adequate, the compartment seems a bit small, given the size of the boat, even with its wooden bi-fold door open.

In the saloon are opposing settees and a folding table mounted to the port bulkhead. The 30-gallon aluminum fuel tank is situated beneath the starboard settee, while the potable water tank is housed under the port settee. The settees are 75 inches long and 26 inches deep. As berths, the starboard is fixed, while the port converts to a pullout double. Because the settee bases are used for tankage, stowage is limited to the areas behind the settees. Smoked acrylic or wooden louvered doors cover these lockers. An overhead hatch, a pair of opening portlights, and the large deadlights provide the saloon with light and ventilation. Two fluorescent fixtures provide the artificial light. Flanking the overhead hatch is a short pair of wooden grabrails. The vinyl headliner is zippered in strategic places and is trimmed and battened with teak. The sole is teak and holly.

By locating the companionway steps slightly off-center and to port, Irwin has provided the starboard U-shaped galley with valuable extra inches. As a result, there is plenty of room for a large, deep stainless-steel sink to be placed almost on the boat's centerline. Outboard is a gimbaled, two-burner Kenyon stove with oven, and aft of it a top-loading icebox. Hot and cold pressurized water, reasonable counter space, and numerous lockers, bins, and cubbies make for a usable galley.

Space given to the galley was taken away from the forward-facing navigation station on the port side. However, nothing seems to have been lost. The lift-top chart table is ample and the shelving and outboard bins are adequate. There seems to be plenty of foot room for those sitting at the chart table and for anyone getting into the quarter berth, which is located just aft of the navigation station. As is often the case, the head of the quarter berth functions as the chart table's seat. The quarter berth is 77 inches long and 36 inches wide. Beneath it is some stowage and the boat's batteries.

In addition to the companionway and the large deadlights, the galley and navigation station receive light from a pair of fluorescent fixtures.



On facing page, the head, top, is a molded fiberglass module with shower. The 15-hp Yanmar diesel, center, is easily accessed through a removable panel in the cockpit sole and from behind the companionway stairs. The saloon, bottom and in above photos, is straightforward with navigation station, opposing settees, fold-down table, and aft galley.

The rig

Like almost everything on an Irwin, the rig was made in-house and is considered to be adequately built. The mast has a single set of spreaders and is stepped on the keel. Both the mast and boom are aluminum extrusions painted white with Imron. Standing rigging is ¼-inch stainless-steel wire and consists of a headstay, baby stay, a pair of cap shrouds, a pair of lower shrouds, and a single backstay. Changing from a single to a split backstay would be a significant improvement. The single backstay not only causes problems when using the centerline swim ladder, but also is angled in such a way that it significantly interferes with the helmsman. A helmsman who approaches 6 feet or taller is particularly inconvenienced.

The Citation 31 is a masthead sloop with a total sail area of 495 square feet — a 222-square-foot mainsail and a 273-square foot foretriangle. The main and jib halyards, the topping lift, and the lines for jiffy reefing run inside their spars. The halyards, as well as the mainsheet, are led to a starboard Barlow #16 winch, mounted aft on the cabintop. A series of line stoppers allows this winch to serve them all. The mainsail is sheeted mid-boom to a traveler on the cabintop. The sheets for the headsail are led through cars and tracks on the side decks and run aft to two-speed Barlow #23 winches mounted on the port and starboard cockpit coamings.

The Citation 31's auxiliary is a freshwater-cooled 15-hp Yanmar diesel. The engine is coupled to a transmission with a 2.5:1 reduction ratio that turns a two-bladed propeller. Access to the engine is excellent from behind the companionway stairs and through a removable panel in the cockpit sole.

Under way

Generally, the Citation 31 performs up to the builder's claims and expectations. As far as speed is concerned, it falls right in with other racer/cruisers of that era. Typical PHRF numbers for the Citation 31 with standard keel are around 165 seconds per mile. A Pearson 31 rates about 180, and a Cal 31 about 162.

It's a reasonably comfortable and dry boat. The helm is responsive and easily balanced. While the shoal keel version doesn't point quite as high as the fin keel version or even the centerboarder, it will make good passages, especially off the wind.

Under power, the boat handles well when going forward. Reverse is another matter entirely. Significant prop walk to port makes it difficult to back down in a straight line. This condition can be minimized with experience. The 15-hp Yanmar, while adequate in most instances, is a bit undersized. A few more horses would help the boat punch through rough seas.

Irwin Citation 31

LOA: 31 feet 2½ inches
LWL: 28 feet 3 inches
Beam: 11 feet 0 inches
Draft (shoal): 4 feet 0 inches
Draft (centerboard): 4 feet 0 inches to 8 feet 1 inch
Draft (fin): 6 feet 0 inches
Displacement: 9,300 pounds
Ballast (standard): 3,400 pounds
Mast height above waterline: 46 feet 1 inch
Sail area: 495 square feet
Displacement/LWL ratio: 184
Sail area/Displacement ratio: 17.9
PHRF rating: 165

Things to check out

Several owners report leaks around portlights, the overhead hatches, the engine hatch in the cockpit, and the hull-to-deck joint.

Severe groundings can damage the fiberglass keel mold and allow water intrusion and delamination.

The single backstay interferes with the helmsman and hampers the use of the swim ladder.

Other items include: gate valves as seacocks, an undersized cockpit scupper, an Irwin-designed/fabricated steering pedestal, and a shower that drains to the bilge.

Conclusion

While not a bluewater cruiser or club racer, the Irwin Citation 31 makes a good coastal cruiser. Unfortunately, it suffers from some corner cutting. Its interior is above average for a production boat. A main drawback is that stowage is minimal, with tankage occupying the space below settees. Expect to pay $14,000 to $29,000, depending upon year, condition, and equipment.

Resources

<http://www.irwinyachts.com>
<http://www.angelfire.com/fl/irwinsailboats>

Islander Freeport 36

Built for comfort with Robert Perry performance

by Ed Lawrence

***BlueMoon*, Scot Weiner's Islander Freeport 36, decorates the hillside scene at Hungryman's Anchorage on Santa Cruz Island .**

If you and your spouse have ever designed and built a house (one of the few activities that rivals a married couple trying to anchor a boat in tight quarters amid a large audience), you may have learned that the process starts from the inside and works outward. First figure out how much living space you want, then decide where to put the fireplace and the shape of the roofline. Designer Bob Perry faced the same challenge when he designed the Islander Freeport 36 for Buster Hammond, president of Islander Yachts, in October 1976.

Not to be confused with the Islander 36, an Alan Gurney design, the Freeport 36 is numbered among a gaggle of designs Bob Perry did for the company. Included are the Islander 28 (among his favorites), 32, and 34. All three of these had "typical" (read: flat) cabintops. The molds for the Islander 34 were eventually sold to Nordic Yachts, and the boat was relaunched as the Nordic 34.

"The IF-36 was designed around the Pullman berth, which meant that the head would be located forward," Bob says. "There also was the requirement that the engine be located amidships," rather than farther aft, a more conventional approach. Actually, having the engine located amidships places weight in a more favorable location, and the non-traditional location may ease maintenance chores, especially when compared to working in a tight area below the cockpit sole.

"The Pullman was not an earth-

Dennis and Kathy Oelrich own our review boat, shown below. The Islander Freeport 36 shows the distinctive Islander cove stripe with the addition of a leading "F" to distinguish it from the Islander 36.

Dennis and Kathy Oelrich check out *Good Old Boat* magazine, above, while *Good Old Boat* readers have a chance to check out the comfortable interior of *Puget Sounder*, their Freeport 36, shown in the photos on this page. Note the Pullman berth in the photo below. *Puget Sounder* has the Freeport Layout B, which is unusual in that it features a double berth toward the middle of the boat. The head, shown above, is forward in this plan in the area usually occupied by the V-berth.

shatteringly novel idea, or necessarily unique," Bob says. "But at the time there were a lot of newcomers to sailing who were quite taken with the concept. The difference was that, to that point, no one had done it particularly successfully."

Straws for Pullman

Putting the double bed in the middle of the boat will increase the odds of a good night's sleep, especially in an unstable anchorage or on an ocean passage, as I learned during a San Francisco-to-Hawaii race when the off-watch drew straws to see who would sleep in the Pullman. In the case of the Freeport 36, lee cloths will keep crew in the berth on an extended port tack.

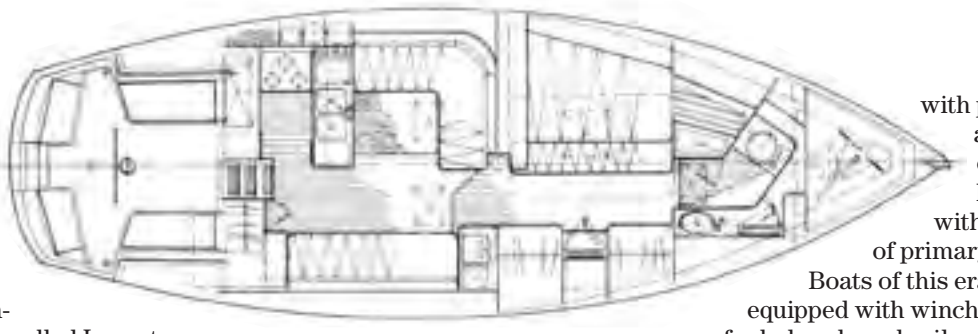
"Locating the head forward also meant that the cabin trunk had to be extended, which produced a longer cabintop than a traditional V-berth forward/head amidships design," Bob says. He notes that heads are not typically located forward by production builders "…because it's hard to do. That's the pinchy part of the boat, and it's odd shaped and hard to work in."

However, the cabintop isn't just long, its aft section is tall enough to produce 6 feet 7 inches of headroom in the saloon. The interior headroom produces tall cabinsides, too, that are accented by large, dark, acrylic ports. At first glance the ports may overwhelm her profile, especially if she happens to be gliding along next to a flush-decked racing sled. However, give her another look, and you'll see that her forward-sloping, double-rail bow pulpit and sheerline slopes downward en route to the stern. This, coupled with a generous masthead sailplan (650 square feet of sail area), and she becomes softer on the eyes. That's especially true when a 150-percent genoa fills the gap between headstay and mast.

Locate three additional ports per side, as Bob Perry did, and spaces below are filled with light, light, light, even on the cloudiest Seattle day.

B came before A

Buster Hammond was unable to resist the urge to tinker with Bob's design, perhaps in response to the pressure of



the marketplace. In the process he created a chicken-and-egg question. The first Freeport 36 produced was Bob Perry's original design which, for unknown reasons, was called Layout B. Buster's revised version, known as Layout A, offered the typical V-berth-in-the-bow configuration. Bob's recollection is that sales were split approximately 50/50 between the two. To further confound shoppers, a third model with a center cockpit was added which, Bob says, "…is very scarce. I've never seen one."

The Freeport also had a roomy cockpit that introduced a feature not seen on sailboats to that point. "We designed a transom door that was the only one of its kind at the time," Bob says. This device has since been copied by many manufacturers and is standard on some 2000-era production models (see photo on Page 9).

Her underbody featured a low-aspect-ratio fin keel that "is more full than a Valiant because of the location of the engine and a full-skeg rudder," according to her designer. The combination caused Bob to be overjoyed with the boat's performance. "When fitted with a good suit of sails, we were surprised that she's as fast as the Islander 36. She is the boat that outperformed our expectations more than any other.

"A lot of people love her," Bob says. This is evidenced by an owner's group that today ranges from San Diego to Massachusetts, San Francisco to Texas, Washington to Mexico, and Alabama to Toronto. An active chat room is located at <http://groups.yahoo.com/group/FOGgers/>.

She sparkles

It was a pleasant experience to step aboard our test boat, *Puget Sounder*, and discover that owners Dennis and Kathy Oelrich of Kirkland, Washington, have maintained her in near-new condition. She sparkles.

As Bob says, these boats have a generous cockpit, a T-shaped area with seats for two port and starboard, and one more on each of the corners, the latter concealing a storage area and propane tank. Seats are 40 inches long and 18 inches wide with 14-inch-high backrests. The distance between seats in the footwell is 38 inches, so it's possible to stretch out comfortably without playing tootsies with other crewmembers. Cockpit lockers port and starboard are 39 inches long and 35 inches wide, the port compartment having a space Dennis Oelrich describes as "a beverage storage area."

A 40-inch wheel provides the driver with plenty of leverage on her rudder and puts his fingertips within close reach of primary winches.

Boats of this era typically were equipped with winches and cleats for halyards and sail controls on the mast, but there's plenty of space on the cabintop for stoppers if a skipper would rather have lines in the cockpit. The only downside of the arrangement is that, without a helm seat, the driver will spend a lot of time standing.

The cockpit also has two large acrylic ports on the bulkhead and two in the teak companionway doors, so light is unimpeded on its way belowdecks, even when a Bimini protects the crew from the elements. Her stern rail is large enough to house a barbecue and an outboard motor without interfering with crew comfort.

Islander Freeport 36

Designer: Robert Perry
LOA: 35 feet 9 inches
LWL: 27 feet 6 inches
Beam: 12 feet 0 inches
Draft: 5 feet 3 inches
Displacement: 17,000 pounds
Sail area: 650 square feet
Ballast: 7,030 pounds
Displ/LWL: 365
SA/Displ: 15.66
Tankage: Fuel 70 gallons, water 120 gallons

Belowdecks

Take four steps down the companionway ladder, and you will feel as though you have descended into a bigger boat. With nearly 7 feet of headroom, 10 feet of distance between companionway and the forward bulkhead, and 10 feet of space separating settee backs, the saloon has the interior volume of a storage container.

Add those six large ports to the equation and a large mirror on the bulkhead that reflects light and creates the illusion of space, and even a claustrophobic will feel at ease. Unlike many of today's mostly gelcoat interiors, a forest of teak, including a full-length, teak handrail to starboard (an excellent safety device) and shelving along the starboard hull, combine to create a downright comfy area in which to lounge. Woodwork and joinery were top-drawer when the company built the boat, as evidenced by *Puget Sounder's* finely finished surfaces.

An L-shaped settee to port offers either:

- an open area large enough for lounging on thick cushions
- a dining area for 2 to 3 adults when a (nearly invisible) table hinged to galley cabinetry is elevated, or
- a space large enough for three to six when the wing leaf of the table is extended across the aisle to starboard.

So, take your pick: the table can be

Jim and Laurie Stover's 1981 Freeport, *Evanescence*, is as pretty inside as she is when viewed from a distance while flying her spinnaker. Jim and Laurie enjoy sailing around San Francisco Bay and the delta with coastal trips to Half Moon and Drakes bays.

used for Solitaire, Gin Rummy, or four-handed Texas Hold 'Em. (Actually, you could organize a bridge game if seating could be located for South.)

Naviguesser's table

For the non-card-playing member of the crew, the nav station offers a space in which to naviguess at a table large enough for proper charts. Since the boat was designed before GPS and other electronics became handheld devices and satellite radios became standard equipment on automobiles, cabinetry is large enough to house a VHF radio, a radar screen and, for sentimentalists, an eight-track cassette player along with a niche for pens, pencils, and the car keys. Because the electric panel is located on the aft bulkhead, changing fuses is a simple matter, even underway.

The U-shaped galley is a different story, one owner having described it as "a one-butt kitchen." Galley counters are 48, 56, and 52 inches long, respectively, when a wood cover is placed over the stove burners, so there's plenty of counter space in which to operate. However, if two people attempt to occupy the middle of the "U" simultaneously, it would be thoughtful to keep sharp knives safely secured for obvious reasons.

On the flip side, double sinks allow an assistant galley slave to rinse and dry dishes without interfering with the scrub person. There's plenty of room for dry storage in drawers and cabinetry.

A solid teak door provides access to the stateroom, a well-appointed area in which the skipper can ponder the events of the day or play the viola. Ventilation is provided by opening ports.

The Pullman berth is 78 inches long and 5 feet wide, so the head of a tall skipper shall touch neither the saloon ceiling nor the end of the berth. Storage is in a sliding drawer below the berth, in enclosed shelves, and in a hanging locker to starboard.

Farther forward, the head is enclosed by a louvered door. Except for occasional traffic through the stateroom by the off watch, placing the head in the bow makes sense. The area is large enough for showering comfortably without banging your elbows.

Performance

Lest you forget — given the amount of space herein devoted to creature comforts — the Freeport 36 is a vessel designed to transport crew under sail. It is not a dockside condominium.

I have two reports. The yin is that I signed on for a short cruise of Puget Sound on a day when winds were blowing like stink (20 to 30 knots), accompanied by 3- to 4-foot waves close enough to run into each other. Dennis and Kathy showed no reluctance to head out into these conditions, though we shortened the headsail to the size of a hanky and tucked a reef in the main.

It's a good thing that *Puget Sounder* is equipped with a dodger that kept waves and spray off her occupants as we sailed hard on the breeze with the rail tantalizingly close to the sea despite her high freeboard. (Even at that, my favorite 49ers hat still ended up in the drink.) Boat speed ranged between 5 and 6 knots in these conditions. Our comfort level increased dramatically when we eased sheets and sailed on a broad reach, her shoulder tucked into the waves. She tracked well in those conditions.

On a second trip, when a high-pressure system blanketed the sound, the Oelricks sailed in light breezes en route to a rendezvous. Despite having only 4 to 5 knots of wind, *Puget Sounder* managed 3 to 4 knots and tacked without losing way. It wasn't long before she was over the horizon.

Many boats are evaluated on paper on the basis of mathematical ratios. In this case, those ratios would lead to the erroneous conclusion that the Islander Freeport will bring new meaning to the term "extended cruising." I was pleasantly surprised that she's capable of sailing fast.

Bob Perry says, "She's been a good old boat for a lot of people."

Still is.

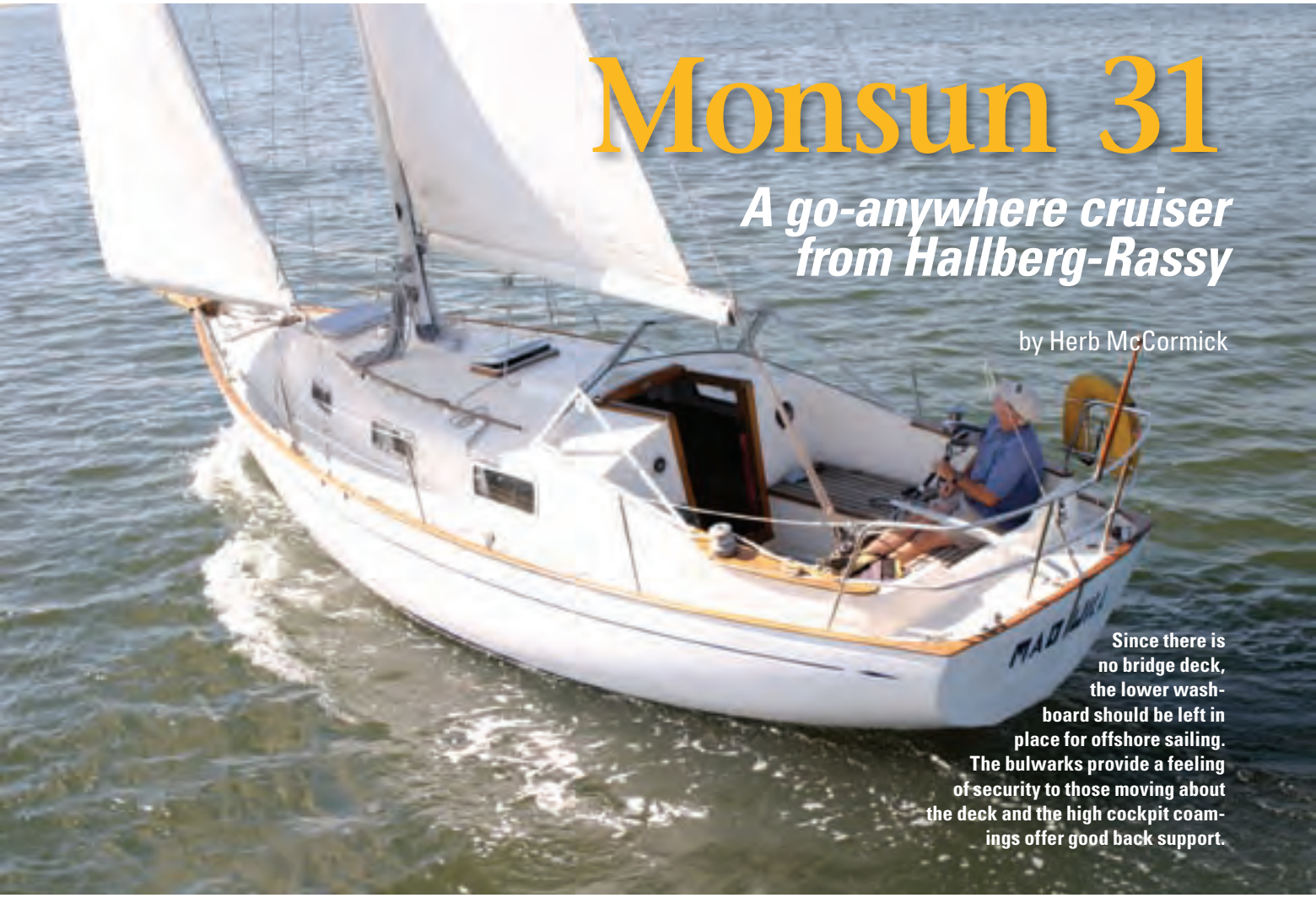
In memoriam

Piper, Bob Perry's faithful companion and officemate of 16 years, died on October 14.

Monsun 31

A go-anywhere cruiser from Hallberg-Rassy

by Herb McCormick



Since there is no bridge deck, the lower washboard should be left in place for offshore sailing. The bulwarks provide a feeling of security to those moving about the deck and the high cockpit coamings offer good back support.

Angus Phillips, the long-time outdoor writer for the *Washington Post* and an avid, all-around Chesapeake Bay waterman, is what one might call a serial collector of good old boats. In October, 2006, his personal fleet included an ancient 22-foot wood and fiberglass crabbing boat called *Clarence S*, a Capri 25 racing sloop named *Red Stripe*, a 1964 Boston Whaler known as *Flying Tide*, and a 15-foot 6-inch plywood and glass skiff with the handle *Ida Claire*. Rounding out the collection were a Grumman 17-foot canoe and a 13-foot whitewater kayak, both of which somehow remained nameless.

Was there something missing? Yes, there was: a cruising sailboat.

So when he first cast his eyes upon the "For Sale" sign affixed to the 31-foot *Mongoose 2*, even though it had obviously been neglected for a while and was full of leaves and twigs, his heart went a-twitter. Clearly, the full-keel vessel was robust and had good lines. But…another boat? He made an offer of $13,500 and was actually quite relieved when it was turned down. The boat languished on the market, however, and soon *Mongoose's* owner called with that most fateful of questions: "What will it take to get you in this boat?"

The second offer was a cautious 10 grand, but Angus was still nervous about taking the plunge. So before any cash changed hands, he hired Fred Hecklinger, a local marine surveyor in his hometown of Annapolis, Maryland, who he knew to be a stickler for detail. He practically pleaded with him to find something that might squash the deal. "Don't worry, Angus," said Fred. "I won't be wearing any rose-colored glasses."

On the day of the survey, Fred got to the yard early and had already given the boat a good once-over by the time Angus arrived. Once there, Angus asked Fred what he thought. His answer was short, sweet, and emphatic.

"Buy it!" he said.

> **"…soon *Mongoose's* owner called with that most fateful of questions: 'What will it take to get you in this boat?'"**

Background

What Angus purchased was hull #42 of Hallberg-Rassy's Monsun 31 line, one of 904 units built in a production run that lasted from 1974 to 1982. He promptly renamed it *Mad Will*, after his children, Madeleine and Willy. In terms of numbers sold, the Monsun is the most popular boat ever created

On our test boat, the original wire halyards and winches were replaced by all-rope halyards. Modern low-stretch line shows no penalty in luff tension, and the winches are safer to operate. Note the anchor locker and the retrofitted bow platform. Facing page: the port-side settee, top, can be configured as a double berth. The interior joinery is all mahogany. Perhaps the most distinctive feature of the moderately proportioned Monsun 31 is its windshield, bottom.

by the renowned Swedish builder. But make no mistake: even though the boat needed a lot of work, Angus got a bargain. A surf through the used-boat offerings on the Internet last fall revealed several Monsun 31s on the market, ranging from $19,000 for a listing in Wisconsin, to a pair of ads in Northern California and Chicago, respectively, with asking prices of $38,000.

The Monsun 31 has an excellent pedigree. The late Swedish naval architect Olle Enderlein, who was responsible for many of the early Hallberg-Rassys, was its creator. Enderlein also drew an elongated version of the 31 called the Rasmus 35, one of which is owned by author Jonathan Raban and played a prominent role in his terrific book about his Inside Passage trip from Seattle to Alaska, *Passage to Juneau*.

As a long-range cruiser, however, the Monsun 31 can rest on its own laurels. In a nearly stock model, with the noted addition of a hard-top dodger, Swedish sailor Kurt Bjorkland rounded Cape Horn and completed three-and-a-half circumnavigations in the 1970s and 1980s aboard a staunch Monsun named *Golden Lady*, which is now a museum piece in the south of Sweden. And far-ranging American sailor John Neale — who currently sails an HR 46 called *Mahina Tiare III* that he uses to conduct offshore training clinics and expeditions — previously owned a Monsun 31 of the same name, aboard which he logged tens of thousands of miles rambling across the South Pacific.

Design

The profile of the boat shows a subtle sheer giving way to a classic wine-glass transom, all of which flows nicely with the low-profile coachroof and the signature Hallberg-Rassy windshield just forward of the cockpit — yes, it goes back nearly 35 years — that's fashioned of heat-treated glass in an alloy frame. Overall, the decades have not at all diminished the appeal of the boat's straightforward, but pleasing, lines.

Construction

The Monsun 31 is built like the proverbial brick outhouse, with a solid, massive fiberglass hull laid up to Lloyds' specifications and a deck and cabin trunk fashioned of a composite sandwich of glass and what Hallberg-Rassy described as a "polyvinyl cellular plastic" core. By whatever name, some 30-odd years down the road, the molded decks of hull #42, with integrated non-skid, remain stiff and sturdy.

The hull-to-deck joint is an overlapping fiberglass laminate topped by a pronounced glass bulwark and capped by a substantial teak rail. In fact, there's teak everywhere, from the companionway frame to the hatchboards to the grabrails to the cleats, as well as in the cockpit seats and sole.

All internal bulkheads are glassed to the hull, including the reinforced main bulkhead that serves double-duty as the internal compression point for the deck-stepped mast. The mahogany interior is simply rendered, well crafted, and quite fetching. The cabin sole is no-nonsense fiberglass.

> **"Swedish sailor Kurt Bjorkland rounded Cape Horn and completed three-and-a-half circumnavigations in the 1970s and 1980s aboard a staunch Monsun named *Golden Lady*."**

Below the waterline, the Monsun has a full keel with a cutaway forefoot to improve maneuverability. The three-bladed propeller is nestled in an aperture at the interface of the keel and attached rudder. The internal ballast is iron, while the rudder is a glass-encased bronze casting; the rudder fittings are bronze as well. One potential trouble spot is the rudder's leading edge, which on some boats has fatigued due to wear and aging.

The Monsun is moderately proportioned in terms of waterline length, beam, displacement, and rig. Its displacement/length ratio is 275, heavy enough for ocean work, but not so much as to make it a slug. The sail area/displacement ratio comes in at 15.6, which is hardly high performance, but just about right for offshore sailing.

Accommodations

There's nothing at all surprising about the interior layout of the Monsun 31, which originally came garnished with wall-to-wall carpeting, though Angus jettisoned every last bit soon after buying his boat. The forward cabin houses a 6-foot 7-inch-long V-berth, which serves as a very comfortable double bed once the drop-in insert is installed. There's shelving above and good storage, as well as the water tank, beneath. Just aft is the head compartment, which can be closed off for privacy with a folding door. A hanging locker is opposite the head.

The central cabin features an L-shaped settee to port and a straight settee to starboard, each of which also measures 6 feet 7 inches. The boat originally came with a simple dinette

> **"*Mad Will* was affixed with a hydraulic wheel-steering system on a pedestal that leaked and required constant attention. Angus tired of it quickly and replaced it with a tiller."**

between the two that could drop down to form a second double berth, a piece of furniture that currently resides in the garage. At the base of the companionway, the galley space is to port, an area Angus has yet to address. It is surprisingly small and, by contemporary standards, seems inadequate for a boat of this size. The forward-facing nav station, containing a series of handy built-in drawers, is to starboard. Just aft is a snug single bunk that doubles as the navigator's seat; it would serve as an excellent seaberth when underway.

The engine compartment, behind the companionway, is home to the 23-hp Volvo Penta MD 11C diesel, which represents the single biggest expense Angus has incurred since buying the boat: a $5,500 bill to have the beast pulled and rebuilt.

Deck layout

Starting at the bow, the Monsun 31 sports a staunch teak bowsprit with a pair of anchor rollers and the deck attachment for the forestay, which the previous owner retrofitted with a Profurl headsail-furling system. The good-sized anchor locker is just aft. The boat was originally equipped with wire halyards for the mainsail and the jib. Both are handled by a pair of winches on the mast; Angus replaced them with braided line, a change that also required new masthead sheaves.

Mad Will is still equipped with the standard rotating boom furler for mainsail reefing. Though Angus has experienced no problems with it, the device has been troublesome for other owners, and if one were contemplating any sort of extended offshore work, it would probably be wise to switch to a conventional boom with a fixed gooseneck and jiffy reefing. Selden <http://www.seldenmast.com> is one source for a new Monsun boom.

The deep cockpit is self-draining via a pair of 1½-inch scuppers. *Mad Will* was affixed with a hydraulic wheel-steering system on a pedestal that leaked and required constant attention. Angus tired of it quickly and replaced it with a tiller and an extension, which he greatly prefers and believes is more appropriate on a 31-footer. The mainsheet and traveler are mounted on a beam just forward of the helmsman. The Lewmar 40 primary winches are also an arm's length away, making the boat extremely simple to singlehand.

Performance

Angus invited me for a sail aboard *Mad Will* on a beautiful, but extremely light and shifty, afternoon last fall on Chesapeake Bay. To be honest, I wasn't

Resources

Monsun 31 Owner's Group
<http://www.classic-hrs.com/monsun31.htm>

Hallberg-Rassy Monsun 31 Homepage
<http://www.hallberg-rassy.se/monsun/monsun.shtml>

Forward of the quarter berth is space for a small chart table and drawers, at left, somewhat unusual for a 31-footer. The galley, at right, is minimal. Well, you can't have everything.

expecting much, but when the breeze puffed up into the 6- to 8-knot range, I was very pleasantly surprised. Close-hauled, the Monsun leaned nicely into the breeze and trucked along assuredly. As with most long-keeled craft, once she'd gathered a bit of momentum, the motion was extremely steady and self-perpetuating, as the boat began creating its own apparent breeze. The helm was light and easy, and steering from the cockpit coaming, via the tiller extension, was a true pleasure.

For his part, Angus was equally skeptical on his inaugural shakedown sail. "I was absolutely astonished the first time we took her out," he said. "I didn't think she'd sail a lick. But she moves in mysterious ways."

Off the wind, unfortunately, we really didn't have enough pressure to put the boat through its paces. But given its light-air performance, it's reasonable to believe that the boat would do just fine in moderate- to heavy-air.

The New England PHRF association has assigned the Monsun 31 a rating of 201. For comparison purposes, it's interesting to note other vessels with the same number, a list that includes the C&C 27, the O'Day 27 and 32, the Islander 28, the Chesapeake 32, the Chinook 34, the Ohlson 35 yawl, the Alberg 35, and the Cheoy Lee Luders 36. In performance terms, this would suggest that the Monsun is very much down the middle of the road which, for a small offshore cruiser, is precisely where you'd want it to be.

Summing-up

As Angus readily admits, *Mad Will* is a work in progress. He's ordered a new mainsail for the boat and will be purchasing a new asymmetric cruising chute for downwind sailing. The interior needs a lot of cosmetic work, as well as new cushions and a galley stove. The wiring is a mess, as is the electrical panel, both of which need to be addressed from scratch. He's shopping for an autopilot, a GPS, and VHF radio. For now, he's happy to potter about the Chesapeake, but ultimately he wants to head for New England and Canada. With all the upgrades he's planning, he certainly has the platform to take him there.

He also has the proper attitude. "I really do believe older boats are an incredible bargain," he said. "Ninety percent of people are nervous about working on them. The truth of the matter is, any idiot can. It's just a matter of crawling into dark and dirty corners you'd usually avoid. No one wants to do those jobs. But when you're done, you really know your boat. It's a very satisfying feeling."

When our day of sailing was done, we dropped the sails and Angus started the engine for the return trip to the dock. The Volvo was purring along when the judges for *Sailing World's* Boat of the Year contest came idling up in a big RIB. They'd been sailing the latest Grand Prix racers all day, and they no doubt thought we looked cute and quaint in our ancient 31-footer. But Angus couldn't help himself. "Now here's your Boat of the Year!" he hollered, and they all laughed.

They were out of earshot, however, when he added a postscript: "The year, of course, is 1974." True enough, I suppose, but the Monsun 31 has all the makings of a timeless winner.

Monsun 31

Designer: Olle Enderlein
LOA: 30 feet 9 inches
LWL: 24 feet 8 inches
Beam: 9 feet 5 inches
Draft: 4 feet 7 inches,
Displacement: 9,250 pounds
Ballast: 4,200 pounds
Sail area: 430 square feet (105% jib)
Displ./LWL ratio: 275
SA/Displ. ratio: 15.6

Herb McCormick is a career sailing writer and editor whose work has appeared in magazines and newspapers around the globe. He's the former editor of Cruising World *and has been the sailing correspondent for the* New York Times. *He's a long-time sailor whose voyages have taken him from Antarctica to Alaska, with plenty of stops in between.*

Nicholson 31: No compromises *in this* powerful cruiser

by John Vigor

The Nicholson 31 is a deceptive boat. Above the waterline she has the lines of a sleek modern racer/cruiser. Her cabintop is low and streamlined, with elongated Eurostyle portlights and aluminum-framed hatches. Her bow protrudes forward enough to give her an appearance of constant movement. Her no-nonsense stern is clipped off short and businesslike, and her tall masthead sloop rig looks powerful and efficient.

But below the boot stripe it's another story altogether. She lies deep in the water, and her full-length keel is cut away in the forefoot in the modern fashion. Her long rudder hangs outboard from the transom and the keel, and her tiller pokes through an elongated slot in the aft cockpit coaming. You begin to realize that this is no club racer/weekend cruiser after all. There are no compromises here. This is all pure cruiser/cruiser. And not a bowsprit, a bumpkin, or a bit of baggywrinkle is in sight.

She is the replacement for another dedicated cruiser, the Nicholson 32, which went out of production in the late 1970s. The 32 was a landmark boat for the British boatbuilding industry because she had ushered the venerable boatbuilding firm of Camper & Nicholsons into the era of the fiberglass production boat in the 1960s. Before that, for two centuries or more, Camper & Nicholsons had produced only one-off wooden boats, usually a lot larger than 32 feet.

At first, the fiberglass hulls of the 32s were fitted out entirely in wood, but in the very latter part of their highly successful production run, which went through 11 "marks," the 32s started receiving plastic liners and molds for the accommodations, trimmed with teak to detract from their sterility. But by the mid-1970s the Nicholson 32 was beginning to look dated with her springy sheerline, low freeboard, long overhangs, and that protruding doghouse in the aft end of the coachroof.

The Nicholson 31, therefore, was born with plastic liners, upgraded construction methods, great new looks, and a drastically modified keel, so she really represented the first of Camper & Nicholsons' "modern" plastic boats.

Her construction befits her design intent. She is strong and efficient without any show of ostentation. The real deceit is that while she looks so clubby and racy in such a non-flashy way, this is actually a boat fit to go anywhere. The Nicholson 31 is a true Cape Horner.

Basic design

The 31 is a heavy-displacement ocean cruiser with a single-spreader, masthead sloop rig. She's quite beamy, although not excessively so by today's standards, and has a healthy draft with her ballast carried down low. Her midship sections show a fairly tight turn to the bilges, which speaks of form stiffness additional to that provided by the beam.

Her ballast is molded lead; a 5,300-pound chunk of it glued into the hull's keel cavity and glassed over on top. It gives her a ballast ratio of 33 percent.

Because of her displacement of nearly 15,000 pounds, her interior is voluminous for a 31-footer, and she is able to offer full standing headroom without having to resort to a high cabintop that could be vulnerable to damage in heavy seas.

You can see from the words "Camper & Nicholson 31" molded into the gelcoat of her stern quarters that this hull is made in two halves and later joined down the middle. The nameplate is situated on a stretch of tumblehome that disguises the boxiness of the topsides and at the same time adds great strength to the hull, but you'd never be able to pop that shape out of a single female mold.

As a matter of interest, Camper & Nicholsons didn't make the hulls of their 31s anyway. That job was contracted out to the specialist firm Halmatic, and C&N finished them off and fitted them out.

The hull is solid fiberglass and is reinforced with the kind of foam-filled longitudinal stringers that are missing, but badly needed, on some other makes of so-called ocean cruisers. The coachroof, the cabin sides, and the decks are fiberglass, cored with balsa.

Jeff Fletcher sails the *Terri G*, a Nicholson 31, at right, with what he says are "the two best features of the boat: boat mascot, Moose, and my wife, Terri" (inset). Jeff and Terri sail near St. Simons, Georgia.

***Pagan Knight*, owned by Roger Luddeni, facing page, races in the Daytona Beach-to-Bermuda Race in 1985, a "shake-down cruise," as he recalls the trip. He and Christine Powell cruise the Florida east coast.**

The sidedecks are wide enough to move about on easily, even when the boat is heeled, and the foredeck is clean and uncluttered, thanks to the enclosed anchor locker, which is capacious enough to hide a 35-pound CQR as well as an anchor winch and a hefty pair of mooring bitts.

If you ever need to be convinced that the Nicholson 31 was designed for rugged cruising, take a look at her stemhead fitting. To call it massive would be an understatement. Apart from anything else, two solid bronze rollers almost the size of golf-cart wheels are encased in a flak-proof jacket of stainless steel that must weigh as much as Jenny Craig's worst failure.

The cockpit is more than 6 feet long and it's deep, so that the seats seem to have unusually high backs and tend to isolate you from the water. Many people will prefer a higher seating position, one that affords a better view forward, but there's no denying that you're well protected in there, especially as the forward part of the cockpit is covered by a full-width dodger that comes as a standard fitting.

The cockpit floor is unusual in that part of it is the top of the 25-gallon diesel fuel tank. The real cockpit sole is a teak grating that keeps you from walking on the tank. It's a self-bailing cockpit, of course, and a really efficient one at that. Two large drains simply exit through the transom above the waterline, so there's never any worry about drain hoses going bad (or their clips rusting away) and flooding the boat. Top-hinged flap valves fixed to the outside of the transom prevent following waves from washing back up into the cockpit.

A single propane bottle finds a home in a special locker that drains into the cockpit, but it would make sense to do some modifications here so you could stow at least two 10-pound bottles for a long cruise.

To port, the cockpit seat lifts up to reveal a cavernous sail locker, which should help keep the V-berth clear for its intended use: a "catchment" area for soiled underwear, orphan socks, and old shackles that have lost their pins.

With a voluminous interior for a 31-footer, the Nicholson 31 offers six full-sized berths, an adequate (but not exceptional) galley, and a very nice navigation table. Interior shots are of the *Terri G.*

The standard engine is a three-cylinder Yanmar diesel of 22.5 horsepower, adequate but not overly muscular for this heavy boat. It pushes her along at more than 5 knots in calm water at about 75 percent of full power, and it will take her up to hull speed of slightly more than 6.5 knots with the throttle wide open, at which stage it will consume about one gallon of fuel an hour. If you're happy to cruise along gently at 4 to 5 knots, as you might in the doldrums, your fuel consumption will shrink to about half a gallon an hour, greatly increasing your range under power and adding substantially, through diminished noise and vibration, to your quality of life. There are 25 gallons of fuel in the tank under the cockpit sole, enough if used wisely to take you 200 miles or more.

Owners replacing the original engine with the newer 27-hp Yanmar report that the extra 5 horsepower makes a difference when it comes to pushing the Nicholson 31 into strong headwinds and choppy seas.

Accommodations

The Nicholson 31 philosophy is so determinedly fixed on long-distance cruising that it seems almost whimsical to supply her with six full-sized berths. Boats of 31 feet with six berths were more likely designed to be weekenders or vacation boats, where people can go ashore or jump into the dinghy and ride around to get out of each other's way. Nobody in his or her right mind would want to cross an ocean being cooped up with five other people in a Nicholson 31. And yet, to the consternation of any sane sailor, the berths are there: two up forward in a double V-berth, two settee berths in the main cabin, a pilot berth above and outside of the port settee berth, and a quarter-berth whose head, peeking out from behind the chart table, accommodates the navigator's rear end while he or she attends to the charts.

This is at least two berths too many, and the two most easily sacrificed would be one V-berth, which would make way for a more sensible work-bench, and the pilot berth, which is mostly a vexing waste of space. The galley could benefit from more storage, and this would be a good place for it, along with a shelf for books and an additional locker or two. In most other respects, this boat is ideal for a cruising pair, even one with a couple of small kids.

There's a huge locker under the V-berth that will hold a year's supply of canned goods for two people.

Aft of the forward cabin is an athwart head compartment, with a vacuum-operated Lavac toilet and a hanging locker to port, and a large wash-basin and vanity to starboard. There's a pressure shower in there, but it's for masochists only. There's no hot water.

The two sliding doors that separate the head/vanity compartment from the forecabin and the main saloon are heavy and tend to stick in their slides — that is, when they haven't broken loose from their magnetic restraints at sea and tried to ram their way out the hull. Not the cleverest of ideas.

Most owners end up leaving them permanently open at sea, sacrificing the modicum of privacy they offered in exchange for the safety of the boat. Others have discarded the sliding doors and, with a little ingenious shaping, have fashioned a hinged marine-ply door that shuts off the toilet only. It will also close off the main saloon and hinge back against the main bulkhead inside the toilet compartment, out of the way.

Between the settee berths in the saloon is a very solid table with a small, fiddled central section that stays permanently in place. It has leaves that hinge up on each side when required. It's a nice piece of furniture.

The galley, as usual, was designed by someone more interested in providing sleeping berths than decent cooking space. It's adequate, but only because most sailors' expectations are unusually low. Considering the importance of a galley, particularly on a liveaboard world cruiser, it's a wonder the layout doesn't get more attention — and not just on the Nicholson. There are two stainless-steel sinks, with fresh and salt water supplied, on a peninsula adjoining the aft end of the starboard settee. Outboard there is stowage for condiments, crockery, and cutlery. There is also a propane-fed two-burner stove and oven in gimbals.

The icebox suffers from the usual north European malaise. In their culture, ice is a sinful luxury equated with decadence and the most wicked form of high living. They really lust after it quite badly, but they know they shouldn't have it, so they quell their consciences by making it difficult to get at. The lid of the icebox is so small that you have to chop even a modest block of ice in two to get it in — which makes it melt twice as fast, of course. And, having got the ice in, there's precious little room for anything else. Even if you can squeeze a steak or two or a pack of ice cream in there, you'll find no shelves to keep stuff off the ice. In addition, the restricted amount of space over the icebox makes it inconvenient to stow or retrieve anything there. Deliberately inconvenient, presumably.

"You begin to realize that this is no club racer/weekend cruiser after all. There are no compromises here."

To compensate, there is a wonderful, sit-down navigation desk, big enough to take a full-sized chart folded only once. It faces forward, so the navigator doesn't get more confused than usual when plotting a course, and it hinges up to reveal stowage space for about 100 charts. Bulkheads and shelves forward of the desk and to the side of it offer convenient sites for navigation instruments, books, radios, GPS, and the other paraphernalia that stir a navigator's heart.

The rig

The standard mast is a powerful aluminum extrusion from Proctor, untapered all the way up. The single pair of aluminum spreaders is shaped in an airfoil section. The basic sail area of this masthead sloop is a little short of 500 square feet, split almost evenly fore and aft of the keel-stepped mast.

The boom is equipped with easily worked slab reefing, and the mainsail comes with two rows of reef points sewn in. A third row is a good idea if you're not planning to carry a storm trysail.

She has a single forestay and backstay of rugged proportions and twin lower shrouds on each side. The mainsheet attaches well aft, clear of the cockpit, and foresail sheet winches are ready to hand. Everything is nicely set up for the singlehander.

Performance

You wouldn't expect this boat to be particularly close-winded or fast to weather — and she's neither. That is not to say, however, that she won't pluck herself off a lee shore with a lot of crashing and bashing when the need arises. She will plug away into heavy head seas far longer than most other boats of her size, using her considerable weight and momentum to punch her way through and gradually gain an offing.

But as soon as the wind is freed a bit, she comes into her own. She is beautifully balanced, requiring only the lightest touch on the tiller in any weather, and she tracks straight and true when running before the wind in heavy weather, rarely showing even the faintest inclination to broach. With a reefed jib only, a self-steering vane gear will take her safely downwind in big following seas in 40 knots.

Under twin headsails, steered by a windvane, she'll peel off 140 miles a day like clockwork with no help from her crew at all.

She has the ability to heave to under

A large cockpit, at right, both isolates and protects voyagers from the elements. The floor grating protects the top of the fuel tank, immediately below it. *Pagan Knight,* at left, shows the Nick 31 profile.

a reefed mainsail only, riding the seas like a gull with her head under her wing. In storm conditions too heavy even for heaving to, she lies ahull with reassuring steadiness, heeled over by the pressure of wind on her mast, and presents her strongest area — the rounded sections of her hull — to the breaking waves.

Known weaknesses

She needs large headsails for decent light-weather performance.

Like all British-built boats, she's expensive in dollar terms.

The icebox is miserable.

There's no provision belowdecks for a propane shut-off valve for the cooker. Perhaps Europeans don't blow themselves up as frequently as Americans do, but for your own safety you should fit a valve that complies with the standards of the American Boat and Yacht Council.

Owner's opinion

Art Stamey sails the Nicholson 31 *Desormais II* out of Everett, just north of Seattle, on Puget Sound. He bought her in 1986 from a Canadian who had already sailed her around Cape Horn.

He had been wanting a Nicholson for some time. "Ferenc Maté's books sensitized me to the worth of Nicholson yachts. And the fact that they made Nelson's flagship, *Victory*, made it an acceptable yard for me."

In April 1992, Art sailed her single-handed to Raiatea, one of the islands of the Society group in the South Pacific. Later, he sailed her to Hawaii, a voyage of about 8,500 miles altogether. As a busy dentist, he had little spare time, so he had a friend sail her back from Hawaii to Everett for him.

When Art left Neah Bay, in the Strait of Juan de Fuca, on his outbound leg, it was in the face of a storm warning.

"I was well prepared," he says. "The storm was forecast for 48 hours hence and I thought, 'Well, let's get out to sea and see what she can do.' I was a good 100 miles offshore when it struck, and she was surprisingly comfortable.

"The outstanding feature of this boat," he adds, "is her ability to heave to with the tiller lashed to leeward slightly. She sits like a duck on the water in winds up to 50 knots under a third-reefed mainsail only."

Her best point of sail, he says, is a broad reach. "She handles beautifully then, carrying a full main and a working jib in winds of 25 knots with the Aries self-steering vane doing all the steering. It's a very seakindly point of sailing."

Desormais II carried a bit of weather helm, but not much: "On the whole she was nicely balanced."

Art 's first action in rising wind was to reduce the roller-furling 110-percent headsail down to about 90 percent. Then, if the wind increased further, he'd take the first reef in the mainsail, followed by a second reef in the main. In even stronger winds, he'd furl the foresail completely and set a storm jib. Finally, in storm-force winds, he'd strike the jib and heave to under just the mainsail with three reefs in it — the equivalent of a storm trysail.

He never felt apprehensive about the cockpit being too big: "It has huge scuppers draining out through the transom. I never felt scared of a pooping."

He says the original Yanmar 22.5-hp diesel engine was perfectly adequate with a twin-bladed propeller.

In summary, he says: "She's a seakindly, dry boat, very well constructed. I have no complaints about the interior. It's not luxurious, but it's not Spartan either."

His advice for anyone planning to take a Nicholson 31 across an ocean:

- Check the mast inserts for the shroud terminals. They're stainless-steel liners. His cracked, and he replaced them all.
- Bulwarks would afford a better foothold on the sidedecks in bad weather.
- Fit a boom gallows: "It's great for grabbing on at any time, and it's a very handy place to steady yourself against while you take sextant sights."

Conclusion

This is a boat you can trust in any weather far out to sea. She doesn't have the "traditional" looks of a round-the-worlder — neither bowsprit nor teak-laid decks — but she'll perform as well as any Colin Archer type and, in some situations, much better.

She has just the right amount of room for a cruising couple and plenty of stowage space for their gear and provisions. She's docile, undemanding, and responsive to the helm — a delightful boat to sail on long passages.

A used Nicholson 31 will set you back between $30,000 and $50,000, depending on age and condition. You might have to be patient, because they are fairly scarce in the United States, and owners tend to hang on to them. But if you can't wait, there are usually plenty for sale in Britain. Why not buy one over there and sail her back?

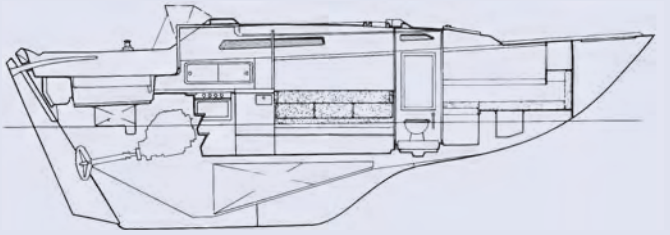
In short

Nicholson 31

Designer: Camper & Nicholsons, Ltd.
LOA: 30 feet 7 inches
LWL: 24 feet 2 inches
Beam: 10 feet 3 inches
Draft: 5 feet 0 inches
Displacement: 14,750 pounds
Sail area: 500 square feet
Ballast: Encapsulated lead, 5,300 pounds
Spars: Aluminum
Auxiliary: Yanmar diesel 22.5 hp
Designed as: Ocean cruiser

In comparison

- **Safety-at-sea factor:** 9 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** Not fast to windward, but a good passagemaker when sailing free, capable of averaging 140 miles a day.
- **Ocean comfort level:** Up to three adults in comfort; two adults and two kids in less comfort; four adults in relative discomfort.



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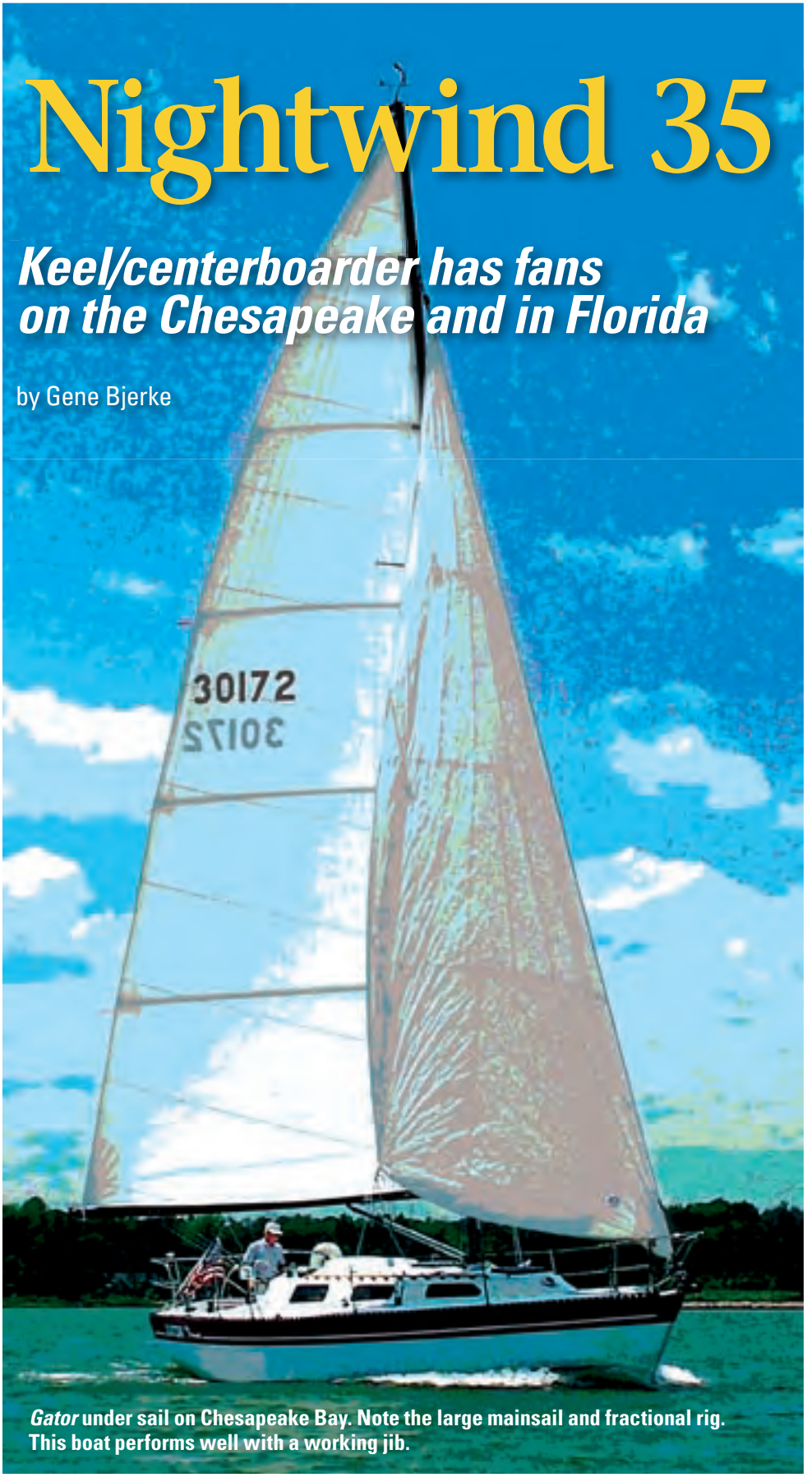
Nightwind 35

Keel/centerboarder has fans on the Chesapeake and in Florida

by Gene Bjerke



Gator **under sail on Chesapeake Bay. Note the large mainsail and fractional rig. This boat performs well with a working jib.**

In the late 1970s, Robert Deutsch decided he needed a new boat to race on the Great Lakes and approached Bruce Kirby with his ideas. Bruce was a magazine editor, racer, and designer of the immensely popular Laser. He designed a shallow-draft sloop for Robert that would do well under IOR (the favored rating rule at the time). He wanted to create a "normal boat," meaning one without any "bumps or hollows that would be there only for measurement purposes." The resulting boat proved reasonably fast and manageable. Robert owned at least two of them, both of which he named *Shasta*.

In addition, Robert formed a company, Arkady Marine in Green Bay, Wisconsin, to market the boat, which he called the Nightwind 35. He did not build the boats himself. Beginning in 1980, the first seven boats were built by the C. E. Ryder Company in Rhode Island. These were fitted with Volkswagen diesel engines. The molds were then moved to Ft. Meyers, Florida, and another six (or seven; there is some question) were built, this time with Yanmar diesels. I recently had an opportunity to sail on hull #1, *Gator*, in southeast Virginia.

Design and construction

The Nightwind is a moderate displacement keel/centerboarder with a fairly long waterline and generous beam. Bruce Kirby has compared the design to the famous Sparkman & Stephens yawl, *Finisterre*, which won the Bermuda Race an unprecedented three times but was influenced by the CCA rule, rather than the IOR. "It should be noted," he says, "that the Nightwind is not typical of the traditional American centerboarder, such as the *Finisterre* relatives, which were much

The cockpit, at left above, is spacious with the mainsheet traveler forward on the bridge deck. Note the ample number of seat lockers, and especially the unusual one on centerline, against which one can brace one's feet. The mainsheet is adjusted by a six-part tackle, at right, but *Gator's* owner found this inadequate for going to weather in strong winds and added a four-part tackle between the becket of the six-part and bitter end of the mainsheet. About half the Northwinds were fitted with Volkswagen diesel engines, below; the other half with Yanmars.

heavier for their length and relatively deeper with the board raised. They also had longer ballast keels with rudders hung on the after end of the keel. Nightwind is far more dinghy-like, lighter for her length, and with ballast keel and rudder widely separated.

"The Nightwind was designed in the IOR days, when I had done several boats to that rule that had lead only in the top half of the keel and with a good chunk of ballast inside the boat. This was done by a lot of designers to deal with the rule's CGF, or center of gravity factor, which, in short, dictated that a tender boat should be slower than a stiff boat and, therefore, should rate lower. But as I was not designing the Nightwind under the IOR rule, I gave her a wide and flattish bottom for stability to make up for the high center of gravity of the ballast. Robert Deutsch wanted a shallow boat with good stability and that was how I handled the problem."

The hull is solid fiberglass with Airex foam coring on the flat sides of the bow to prevent flexing and oil-canning there. The deck is solid fiberglass with plywood backing plates for deck hardware at the mast partners.

The fiberglass hull has a fine entry with moderate overhangs. The rudder is hung on the transom with a skeg protecting the upper two-thirds, which is built like a narrow box. The blade can be raised within this "trunk" like a daggerboard, and an emergency tiller is easily fitted to it.

The hull molding has a shoulder at the top. The deck molding fits over this shoulder and is joined to the hull by bolting the rubrail through the joint.

The inside ballast is located in the area of the mast step, but not on the centerline. It starts about a foot out from the center and fills an area of several square feet.

Ballast is part inside and part outside. On the outside is something Bruce describes as a foil-shaped lead shoe that is about 10 feet long and 10 inches thick and weighs 3,800 pounds. Since this is not deep enough to contain the centerboard, there is a trunk in the cabin. In addition to the stub keel, there are also 1,400 pounds of inside ballast. Total ballast is 5,200 pounds on 11,900 pounds of displacement for a ballast-to-displacement ratio of .46. The boat is reasonably stiff in normal wind ranges. The limit of positive stability (LPS) is 105–110 degrees, about standard for a centerboard boat. Draft, board up, is only 2 feet 9 inches; lowering the foil-shaped board brings the draft to 7 feet 3 inches. Beam-to-length ratio is .33.

On deck

The Nightwind is a sloop with a seven-eighths rig. The sail area is 624 square feet, with most of that (359 square

> **“He wanted to create a ‘normal boat,’ meaning one without any ‘bumps or hollows that would be there only for measurement purposes.’”**

feet or 57 percent) in the main. The keel-stepped mast reaches to 53 feet above the water and has two spreaders. The cabintop is low and narrow with the chainplates installed against the cabin. The result is a wide deck for moving around on the boat and narrow sheeting angles for the headsails. There is ample working area on the foredeck. *Gator* has full-length lifelines.

Since *Gator* is not raced, she is normally sailed with a 110 percent working jib. All lines are led to the cockpit for shorthanded sailing. There are two two-speed winches on either side of the cockpit. The forward winches are self-tailing and are used for the headsail sheets; the after winches are available for the running backstays. We didn’t use the running backstays for casual sailing, but Dave Crossett, *Gator’s* owner, says that using the backstays reduces the tacking angle. There are also four winches and 11 clutches on the cabintop for everything else, from the centerboard pendant to the spinnaker pole downhaul.

The mainsail is controlled by a mid-boom sheet taken to a traveler on the after edge of the bridge deck. Because it is a large sail, the mainsheet tackle has a hefty six-part purchase. Even that is not always enough purchase going to windward in a strong wind, so Dave has added a smaller, four-part tackle on *Gator* between the becket of the six-part and bitter end of the mainsheet (see photo). This allows him to make fine adjustments in strong conditions.

The Nightwind has a large cockpit for a 35-foot boat. It’s a bit over 8 feet wide forward and 5 feet wide aft on a total length of 8 feet 7 inches. This provides ample room for guests or a racing crew. The width might seem to be a disadvantage when the boat heels, but the center of the cockpit has a box the same height as the seats. This is convenient for bracing your feet and for sitting on when working the traveler on the bridge deck. It is possible to lift the bottom out of this center box to gain access to otherwise inaccessible areas below the cockpit and abaft the engine.

Gator is fitted with an oversize 40-inch wheel — the largest that will still allow the seat lockers to be opened. This makes it somewhat difficult to get behind the wheel when changing helmsmen, but allows the helmsman to sit up on the narrow deck outside the cockpit and reach the wheel easily. This is Dave’s favorite position because it gives him a good view of the jib. *Gator* also has a firm, portable, and very useful “helmsman’s seat” that sits on the stern seat and is raised about 10 inches.

Nightwind 35

Designer: Bruce Kirby
LOA: 34 feet 8 inches
LWL: 28 feet 2 inches
Beam: 11 feet 6 inches
Draft (board up): 2 feet 9 inches,
Draft (board down): 7 feet 3 inches
Displacement: 11,900 pounds
Ballast: 5,200 pounds
(1,400 inside, 3,800 outside)
Sail area: 642 square feet
Displ./LWL ratio: 343
SA/Displ. ratio: 19.7
PHRF rating: 123
Mast height above LWL: 53 feet
Limit of positive stability: 105-110 degrees

There is a self-draining propane locker under the after end of the starboard seat in the cockpit. It is fitted to take a 20-pound propane bottle. Another interesting detail is a small hatch amidships at the port rail. It opens to reveal a fitted locker that holds a Danforth anchor (about 13 pounds) vertically. It holds just the anchor, not the rode, but it does move that much weight off the bow.

Belowdecks

Below, the Nightwind has the typical layout of V-berths forward and settees in the main cabin. The boat also can be set up with pipe berths above the settees. This allows a sailor to race with a large crew but doesn’t clutter up the cabin with lots of berths that are unnecessary when cruising with the family.

The U-shaped galley is aft on the starboard side. There are two possible arrangements for the galley. One has the sink aft and the icebox forward; the other has those two reversed. Icebox forward seems like a better bet, because in the aft position the icebox lid, when it is opened, tends to bump against the cockpit overhang.

There are some slight variations among boats (at least on paper). One plan calls for a generous enclosed head opposite the galley. *Gator* has a navigation station and quarter berth in this area instead, with a small enclosed head just aft of the port V-berth (there would otherwise be hanging lockers on either side in that area). The headroom below is a generous 6 feet 2 inches, with a soft overhead.

The centerboard trunk is in the middle of the main cabin, but there is ample room to pass on either side. In addition to the overhead grab rails, it does give you something to hang on to in a seaway. And it forms the base for the drop-leaf table.

Natural light is provided by four fixed portlights and a translucent hatch in the saloon. There also are two fixed portlights and another translucent hatch in the fore cabin. In addition, there is a small translucent hatch over the head.

The freshwater-cooled engine is mounted under the companionway

The saloon, at left, is fairly straightforward with opposing settees and a drop-leaf table on centerline. The centerboard pendant runs through the pipe, which also functions as a handhold. Note the massive chainplates through-bolted to the main bulkhead; check underneath for rot, a common problem on older boats. Chart work is done on a dedicated nav table, at right, at the head of the port quarter berth. This is a nice feature that keeps charts, pencils, and rules off the dining table.

steps. This provides good access for maintenance and repairs. Removing the steps opens up the whole front of the engine. Another cover can be removed to access the rest of the engine, mainly from the port quarter berth. This is normally enough since most components, like oil dipstick and filters, are on the port side of the engine. It is possible to get access to the entire engine if needed.

An advantage of the Nightwind models with Volkswagen diesels is that parts are usually available from a good auto parts store. In fact, Dave was able to adapt a cylinder head from a parts store and make it work on his engine. The only difference between the automobile head and the marinized head is a small vent pipe attached to the front, necessary because the engine is not installed horizontally in the boat. Dave was able to install a pipe himself on a new head and saved about $300 over a used marine cylinder head.

The propeller is on the centerline, forward of the rudder, so the boat handles well under power, including backing. In fact, Dave backs *Gator* into a narrow canal to get to his pier because there isn't enough room in the canal to turn around. *Gator* will make about 6¾ knots under power.

Performance

The important question is how does the boat sail? The first day we went out, the wind was light and fluky to begin with but eventually settled in at about 10 knots. We set the main and 110 percent jib. *Gator* is not raced. Dave crews on friend Dan Smoker's Nightwind in races) so *Gator* is set up for easy singlehanding.

In the process of circumnavigating an island between the creek where the boat is moored and the adjacent York River, we covered every point of sailing except a dead run (Dave prefers to tack downwind). When beating, *Gator* made about 7 knots and tacked through 85 to 95 degrees (without the running backstays). On a beam reach the knotmeter read about 5.5 with an indicated true wind speed of 9 knots. When broad reaching, the boat sailed at 4.3. At that wind speed, heeling was quite moderate. Set up

as we were for casual sailing, it was a most pleasant and relaxing afternoon.

On the next sail the wind started at 8 to 10 knots and gradually built to about 15. We kept the boat on a beam reach for most of the afternoon, and she generally sailed about half the wind speed. We ended up hard on the wind to fetch the entrance to the creek. For a short time we furled the jib for comfort. The boat was well balanced and held her course under main only. The appearance of another Nightwind created an informal race and the jib was set again. Bruce Kirby feels that such a situation, beating in 12 to 15 knots of wind, is the boat's best point of sailing. It was certainly a delightful sail.

The Nightwind's PHRF rating is 123 seconds per mile, which compares favorably with a Niagara 35 at about 156, and an O'Day 35 at 150. J/Boats are the high-performance benchmark among production boats, so it's always instructive to look at their ratings. A J/35 comes in at 89.

Bottom line

Properly set up, the Nightwind does well as a racing boat. It is the boat of choice for Dan Smoker, who is generally considered to be one of the Chesapeake's hot racing sailors. He has won a lot of silver with his good old Nightwind. But if racing is not your thing, the accommodations are quite comfortable for cruising. It seems to be a true cruiser/racer. It is a shallow-draft boat that can perform adequately, if necessary, with the centerboard and rudder in the raised position. Thus, it's no surprise that the boats are mainly found in Chesapeake Bay and Florida.

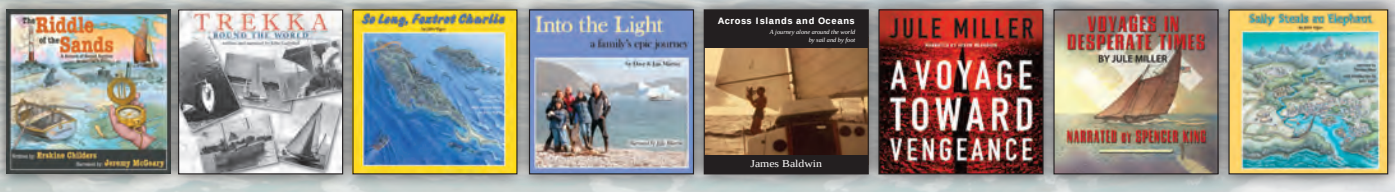
The Nightwind does not seem to have any inherent problems to look out for, at least none have been reported among the boats that Dave is aware of. Of course, age-related problems, such as corroded electrical wiring and leaky portlights, are common to all boats.

This was a low-volume boat. Only 13, or perhaps 14, were ever built, and at least one came to grief on some rocks. As far as I have been able to discover, there was only one Nightwind 35 available for sale as of this writing. It was listed on several websites, priced variously at $64,900 and $77,000.

It seems obvious that Nightwind owners are happy with their boats. Bruce Kirby bought one for his own personal boat. That says a lot.

The galley is aft to starboard, with a double sink under the bridge deck, a three-burner gimbaled stove/oven, and icebox. There isn't much counter space.

In the last 45 years, Gene Bjerke has sailed on all sizes of boats, from 8½ to 116 feet. He currently crews on a couple of reproduction 17th-century square-riggers.



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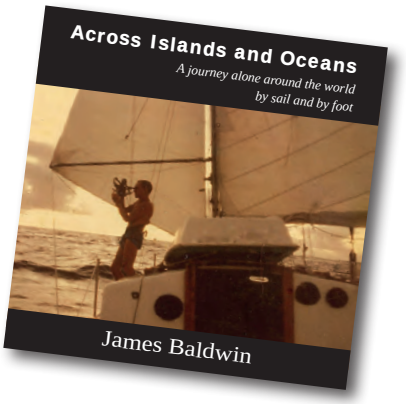

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A spacious and comfortable wing-keel cruiser

BY TOM WELLS

A certain connection draws some sailors back to favored nameplates. Such was the case for Jeff and Liz Fleenor. Jeff was a longtime sailor and owner of an O'Day 272 when he met Liz in the fall of 1995. Liz quickly fell in love, not only with Jeff but with sailing too. Circumstances caused Jeff to sell his O'Day 272 before he and Liz were married in 2000 but their shared intent was to return to sailing as soon as they were able. That time came in 2001 and the boat that drew them back was a 1989 O'Day 322 named *Wild Goose*.

Jeff and Liz journeyed to Kentucky Lake to give the boat a once-over and they were smitten from the moment they saw her. They had honeymooned under sail on a chartered boat at Kentucky Lake and it was somehow fitting that their dream was waiting for them there. With the purchase complete, they sailed *Wild Goose* north to be hauled and transported to Missouri's Mark Twain Lake. That is where they welcomed us aboard in September of 2012 for this review. (To be honest about travel time, I'll disclose that my wife, Sandy, and I had to step to the dock from our own boat and walk 40 feet to board *Wild Goose*.)

Jeff and Liz Fleenor sail their O'Day 322, *Wild Goose,* on Mark Twain Lake in Missouri, at top. The crisp deck styling looks modern even today, above.

History

George O'Day, a native New Englander, was known for his Olympic gold medal in the 5.5 Meter Class and also for his contributions as crew on several America's Cup campaigns. However, he'd grown up racing smaller boats and he carried that facet of his life forward with him when he founded the O'Day Corporation in the early 1950s. He began importing smaller, easily rigged and handled sailboats from the UK, and his acquisition of Marscot Plastics in 1958 brought him into the fiberglass era. That enabled him to bring sailing to a wide range of people. In 1959 he began building the O'Day Day Sailer. The Uffa Fox design was just 16 feet 9 inches long but it proved to be immensely popular — more than 14,000 were built.

The O'Day Corporation also built the Rhodes 19, Mariner 19, Javelin, and others. By the early 1960s the company had grown to become one of the largest producers of sailboats in the nation. When Bangor Punta acquired the company in 1966, George O'Day went briefly into retirement before partnering for a time with Columbia Yachts.

Bangor Punta immediately began to build a line of O'Day cruising sailboats in a range of sizes, from the O'Day 22 to the 39, all designed by C. Raymond

Hunt Associates. In 1983, the conglomerate Lear Siegler bought Bangor Punta and renamed it Lear Siegler Marine. In 1987, it was again sold and reclaimed the name O'Day Corporation. During this time, the final series of C. Raymond Hunt Associates-designed boats was under construction, including the O'Day 322 that was produced from 1986 through 1989. In 1989, the company closed its doors, marking the end of an era. George O'Day didn't live to see the end of his nameplate. He died of cancer in 1987 while still fully involved in the world of sailing.

Before the company closed, it built 228 O'Day 322 hulls. The molds for the O'Day 322, 302, and 272 were bought by a Japanese company that continues to build them as made-to-order boats under the name O'Day Japan Corporation.

Construction

O'Day 322 hulls are solid laminate laid up with alternating mat and roving. The company developed a molded-fiberglass floor grid it called a "unipan" that was laid into the hull and bonded to it at every contact point to produce a very strong assembly.

The decks were made with balsa core except in high-load areas and at attachment points for fittings, where plywood core was used. The hull-to-deck joint is basically of the shoebox style with overlapping flanges sealed with 3M 5200 and fastened with stainless-steel screws on 4-inch centers. An aluminum extrusion that combines a slotted toerail and a rubrail completed the assembly.

The cast lead, shallow-aspect-ratio winged "Hydrokeel" is connected to the keel stub with stainless-steel bolts, nuts, and washers. Some boats have exhibited issues with the keel connection, so checking keel-bolt torque from time to time is advisable.

The spade rudder is fiberglass over a foam core and stainless-steel armature. Rudders built this way are prone to water intrusion and sometimes require repair or replacement. Any survey of an O'Day 322 should pay careful attention to the condition of the rudder. The rudder stock passes through a tube that's bonded to the hull and to the unipan with the rudder bearing resting at the top of the tube.

There have been reports of some gelcoat cracking and crazing though *Wild Goose* does not exhibit any extraordinary gelcoat problems.

Rig

The O'Day 322 has a deck-stepped mast supported by a compression post. The rig has single spreaders with a slight aft sweep and single upper shrouds with dual lowers. The shroud chainplates connect to stainless-steel threaded rods below the deck that carry the loads down to the unipan hull structure. The single backstay is attached to a through-bolted chainplate centered at the stern.

The boom swings fairly low over the cockpit, so crew must be aware of that during tacks and jibes. The low boom also makes it difficult to fit a Bimini for sun protection. *Wild Goose* has a small "captain's Bimini" that provides some shade over the helm position.

Barient 21 self-tailing primary winches are mounted on the generous coaming forward of the helm and are accessible from the helm position. Barient 17 cabintop winches handle halyards, the vang, and the mainsheet, which is attached mid-boom and to a traveler mounted on the cabintop forward of the companionway hatch.

On deck

The deck has an aggressive molded-in non-skid pattern in traffic areas. Fairly wide sidedecks provide clear crew passage forward unobstructed by the chainplates, which are centered on the sidedecks. Teak grabrails along the sides of the cabintop provide handholds.

The stem fitting incorporates a dual anchor roller, and a sizable anchor locker provides ample storage for ground tackle. Chocks at the forward end of the aluminum toerail lead docklines to beefy aluminum cleats port and

The sharply sculpted cockpit is comfortable, at left, and the T-configuration makes getting by the wheel less onerous, but the seats are not long enough for naps. The scoop transom, at right, with its offset gate and folding swim ladder, is a popular feature because it provides a safe and convenient way to board the boat.

The well-thought-out galley has a cutting board over one of the twin sinks and plenty of stowage in shelves and cabinets outboard, at left. The door in the galley leads to the aft cabin, at right. Although it's mostly tucked under the cockpit, it has a little standing room at the forward end and two ports for ventilation.

starboard. A stainless-steel bow pulpit provides security and double lifelines run all the way aft to the stern pulpit. Pelican hooks allow the lifelines to be detached for boarding at the cockpit.

The forward end of the cabin trunk slopes smoothly to the foredeck. A large Lewmar hatch there is over the V-berth. Aft of the mast, over the saloon, is a Lewmar hatch flanked by pie-pan vents. A sea hood aft of this hatch protects the companionway slide.

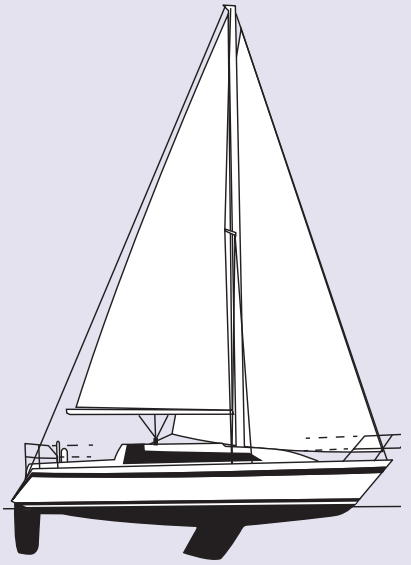
Solar vents are fitted on both sides of the companionway alongside rope clutches that secure the lines led aft from the mast through deck organizers. T-tracks and lead cars on the sidedecks provide adjustable leads for the jibsheets, which can be led back to turning blocks that provide a good lead angle to the primary winches.

The T-shaped cockpit is functional and comfortable, if a bit small for a 32-foot boat. The cockpit seats are only 4 feet 4 inches long, so napping on them is not an option. The configuration provides good access to the helm and the contoured helm seat presents a comfortable perch at any angle of heel. A seat-height bridge deck protects the companionway and reduces the size of the opening. Smoked-acrylic drop-boards match the sliding hatch.

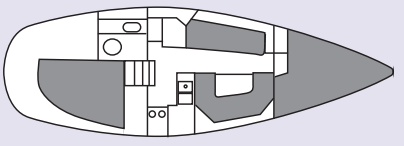
A cockpit locker is located beneath the port seat and the primary fuel filter is accessible at the forward end of this locker. Another cockpit locker is beneath the helm seat. Coaming cubbies on both sides provide on-deck stowage for small items such as sailing gloves.

A shallow sugar scoop in the transom provides a narrow platform for the stern ladder and dinghy access. The stainless-steel stern ladder folds up against the transom to port.

O'Day 322



Designer:	C. Raymond Hunt & Associates
LOA:	32 feet 0 inches
LWL:	26 feet 8 inches
Beam:	10 feet 8 inches
Draft:	4 feet 2 inches
Displacement:	10,250 pounds
Ballast:	3,530 pounds
Sail area:	464 square feet
Sail area/disp. ratio:	15.7
Disp./LWL ratio:	241
Fuel:	19 gallons
Water:	60 gallons
Holding:	16 gallons



Belowdecks

The O'Day 322 has an innovative and very attractive interior. Teak is used throughout, and the fit and finish is more than adequate.

The V-berth measures 6 feet 8 inches on the starboard side, but the berth is shorter (only 5 feet 5 inches) on the port side to make room for a hanging locker in the forward compartment. The bulkhead between the V-berth and the saloon has an unusual feature. A closure panel on the starboard side of the teak door provides privacy for the V-berth occupants but can be rotated open to create a sense of spaciousness and to improve ventilation throughout the cabin.

A two-leaf table is centered on the compression post in the saloon. With both leaves up, it can accommodate several people. There is a U-shaped settee to starboard, a straight settee to port, and two tiers of shelving above the settees on both sides. Aft of the shelves are storage compartments with teak doors. The cabin-sole sections within the fiberglass liner are plywood with teak-and-holly veneer.

Four fixed windows and four opening ports provide good light and ventilation. Smoked acrylic covers the fixed windows. On some boats these have had to be rebedded.

In the L-shaped galley, aft of the saloon on the starboard side, a two-burner propane stove with oven is fitted along the hull, a double

A dedicated navigation and "command" station is always appreciated, especially in a 32-foot boat, at left. The door at left is to the head. With the panel between the saloon and forward cabin (to starboard of the mast) swung open, the interior seems huge, at right. The open shelves outboard add to the sense of space.

stainless-steel sink in the forward counter, and a spacious icebox outboard of the sink. Jeff and Liz added refrigeration to their icebox. Storage cabinets lie over the outboard counter and, on some boats, a small microwave is mounted between the cabinets. More storage is available beneath the sink counter area. Pressurized hot and cold water for the galley and head sinks is drawn from a 60-gallon tank.

On the port side, aft of the settee, is a navigation station. It includes a chart table with hinged cover and storage, its own seat, and a shelf outboard with the main electric panel above it.

The fairly large head compartment is aft of the nav station. A vanity sink with a combination faucet/shower fixture is fitted in a long counter outboard. A separate shower sump keeps shower runoff out of the bilge. The marine toilet faces forward at the aft end of the compartment and discharges into a 16-gallon holding tank.

A teak door aft of the galley leads to the large aft stateroom, which has full

Comments from owners of the O'Day 322

"I owned a 1988 O'Day 322 from 1991 to 2002. The boat was generally comfortable and easy to sail in the Long Island/Block Island Sound area. Some areas needed improvement or caused concern:

- Aft stateroom lacks ventilation. I added a port in front of the cockpit step.
- The boat is relatively slow.
- The hull exhibited some crazing amidships below the chainplates. This showed up on all the other 322s I looked at.
- Signs of "boiling" or contaminants coming to the surface of the wing keel.
- The sealant between the hull and the keel deteriorated and was only visible when on the lift. It looked like a hanging loose tooth.
- The anchor roller was short and the flukes of a Danforth would hit the hull. I had an extension fabricated locally."

–Keith Lane, Mystic, Conn.

"What I liked:

- Handles great under power. Backing up is a charm. No port or starboard walk. Responds well. Perhaps it's a touch underpowered but for most situations it's great.
- Spacious below for a 32-foot boat. The aft cabin was ahead of its time and comfortable.
- Good cockpit space and comfortable.
- Sugar scoop stern and swim step.
- Comfortable sailing boat and responsive enough to the helm.
- Good visibility from the helm.
- Good storage in cockpit lockers.
- Head aft next to companionway steps — good for wet foulies.
- Good engine access.

"What I was not so impressed with:

- Wing keel. Did not seem to add to performance and here in San Diego was a kelp catcher.
- Construction quality was mediocre, but probably the norm for its period and price range.
- Winches are undersized.
- Furler interferes with anchor rode.
- Not a great downwind sailing boat."

–Steve Brodbeck, San Diego, Calif.

"Probably the two most outstanding features of the O'Day 322 are that it has the same amenities as larger boats, only a little more compact. There are two private staterooms for couples' privacy and the scoop transom and swim ladder combine convenience for swimming with safety for reboarding the boat should crew accidentally fall overboard.

—Jim Haslock, Cheboygan, Mich.

"The O'Day 322's strengths:

- T-cockpit makes it easy to get around the wheel.
- Winches are in reach of the helmsman from behind the wheel, good for singlehanding.
- Keel has huge wings at the bottom that put weight at the lowest point and increase righting moment more than expected for a shoal-draft boat.
- Boat stiffens at 15 to 20 degrees and holds there.
- Rudder has never ventilated and stalled under heavy gusts in the five years I have owned the boat. I have been out in 20 to 30 knots a number of times.
- In a moderate breeze, if sails are trimmed for good balance, the boat will sail upwind on its own for hours with the wheel locked a few degrees below centerline. Remarkable.

"Weaknesses

- The sides of the hull show a very subtle dimple where the chainplate load transfers to the hull.
- Like most modern boats, there is some stern slap in a chop at anchor.
- Mainsheet is on the cabintop and not accessible to the helm.
- Bilge is only moderately deep (9 inches), but still better than some I have seen.
- Keel bolts need to be monitored for bolt tightness and integrity."

—Brent Baker, Riverside, New Jersey

The head compartment on the O'Day 322 is quite generous for a boat of its size and is laid out to be usable when under way, at left. The engine is behind the companionway steps, above.

standing headroom alongside a three-drawer dresser. The spacious berth lies aft and beneath the cockpit seats. Opening ports outboard and in the cockpit provide good cross-ventilation. It's important to close the outboard port before getting under way — it's below the rail!

Power

The O'Day 322 has a Yanmar 2GM20F diesel. Access for inspecting and servicing the engine is fairly good, with a removable panel behind the companionway ladder for the front end and a second panel inside the aft cabin for starboard side service points.

The engine is smooth and fairly quiet. It provides adequate power to drive the boat at hull speed in flat water and backing under control is a snap. Unlike many boats, the O'Day 322 shows only slight port prop walk, and that is easily overcome with judicious use of throttle and rudder.

Sailing performance

When we took to the water to photograph *Wild Goose* under sail, winds of 8 to 10 knots were creating a very mild chop on Mark Twain Lake. As Jeff and Liz put *Wild Goose* through her paces for the camera, we used our own boat as the chase boat. We were returning an old favor, since *Wild Goose* was the chase boat for a feature-boat article about our Tartan 37 that appeared in the January 2009 issue.

Sandy and I have both sailed *Wild Goose* over the years that we have known Jeff and Liz and we know her to be a stable, solid performer. She is not a racing boat and does not pretend to be one. When you pay attention to trim and sea state, however, *Wild Goose* does not disappoint. She points moderately well for a wing-keel boat, performing best at about 40 degrees apparent, and she tacks quickly and easily. The feel of the helm is precise and the fairly large spade rudder provides good control.

It's worth noting that, in light air, the low-aspect-ratio vertical section of the keel does not provide much resistance to leeway and sideslip is noticeable when beating or reaching. As soon as the wind increases and the boat heels, however, the wing increases draft, adding considerable lateral resistance, and the excessive leeway disappears. The rig is smallish for a 32-footer and the O'Day 322 performs best when the wind rises.

Since the primary winches are close by the helm, singlehanding is possible. However, the mid-boom sheeting means it's desirable to have a second crew to control the mainsheet and traveler, which are on the cabintop.

We've sailed *Wild Goose* through a series of tacks and jibes and have never noticed a problem with control. There is little, if any, roll on a deep run, and though we did not have the chance to see her perform with a cruising spinnaker, she will likely do well.

In summary, the O'Day 322 is a very good sailer and a comfortable ride. With its stability and full bridge deck, it is well suited to coastal cruising.

These boats are not widely raced, but available PHRF ratings show an approximate rating of 168. That compares to a Catalina 320 wing-keel model at 153 and a Beneteau Oceanis 321 at 162. The comparatively small rig is likely responsible for a higher rating number, but when the wind is up, the O'Day 322 can be quite competitive.

Prices and availability

A search found four O'Day 322s on the market at asking prices from $25,000 to $29,900 — quite a tight range. With 228 of these boats built, the small number for sale may indicate that owners are satisfied with them.

Tom Wells is a contributing editor with Good Old Boat *(and he has also earned the honorary title of Troubadour through his musical contributions at boat shows). He and his wife, Sandy, have been sailing together since the 1970s and own and sail a 1979 Tartan 37,* Higher Porpoise.

Resources

O'Days in general have a strong and loyal following. These sites provide a wealth of information on the boats:

http://oday.sailboatowners.com
http://www.iheartodays.com

Archive eXtractions

Articles compiled for you from *Good Old Boat* archives

Review Boats 25 – 27 Footers

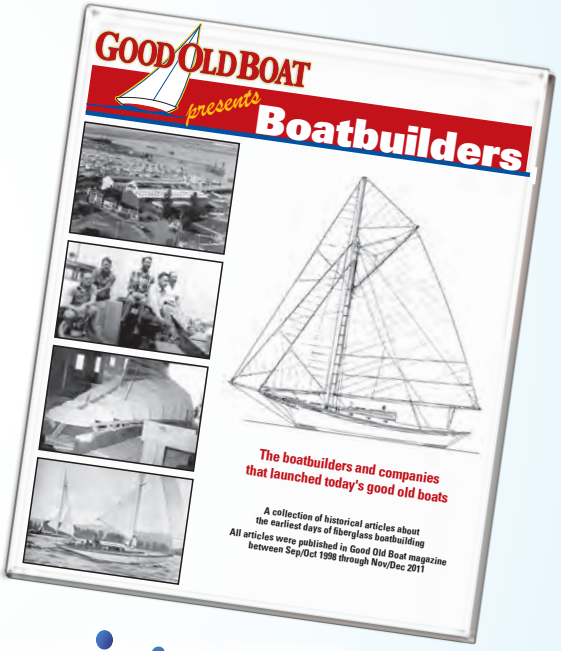
Small keelboats to sail anywhere

Reviews of some of the first sailboats introduced during the fiberglass era: the early family cruisers and racers in the size range of 25 to 27 feet. Although today's manufacturers seldom build in this size range, preferring to make the bigger bucks that come with the sale of 40- and 50-footers, these wonderful boats last seemingly forever, selling and re-selling as people start with a small budget, invest in their new hobby, maintain and upgrade their sailboats, and finally move along to the next size group when the family grows, the budget grows, or the wanderlust grows.

Boatbuilders

The boatbuilders and companies that launched today's good old boats

Birth of the Valiant • Allied Boat Company • The Pearson Era • The Birth of Fiberglass Boatbuilding
The Cheoy Lee Legend • Catalina Yachts: One Big Family • The Halcyon Days of Auxiliary Power
The Monterey Boat Connection • The History of Columbia Yachts • The History of C&C Yachts
Hallberg plus Rassy • Chris-Craft's Classic Sailboats • Behind the Sabre • Tartan Yachts
Yacht Constructors: Pioneers in Glass • Camper & Nicholsons • Com-Pac Yachts • The Island Packet Story • Pacific Seacraft's Evolution • The Clark Boat Company • Fifty Years On, Ted Brewer
Working-class Heroes • The History of the Universal Atomic 4 • The Enduring Adaptable Sharpie



Boat Designers

The creators who drew the lines of the good old boats we value today

Including a few bonus profiles
Carl Alberg • Chris Bauer • Ted Brewer • Bill Crealock • Mike Ellis • Ian Farrier • Bill Garden
Thomas Gillmer • Blondie Hasler • Lyle Hess • Garry Hoyt • Bruce Kirby • Bill Lee • Charley Morgan
Gary Mull • Allan Nye Scott • George O'Day • Beattie Purcell • Philip Rhodes • Clarke Ryder
Olin Stephens • Bill Tripp • Larry and Lin Pardey • Hal and Margaret Roth

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Two PDQ catamarans

Taking a look at a 32-footer and a 36-footer from the same stable

by Charles Kanter

***Allez Cat*, a PDQ 36, in Spa Creek on its way to the Annapolis Boat Show.**

PDQ stands for Pretty Darned Quick. And that's what PDQ catamaran yachts were designed to be. The Canadian boatbuilder's first real production cruising boat was the PDQ 34, but that was modified in 1991 with a two-foot stern extension to become the PDQ 36, one of the two models we're taking a look at here. It became known as the PDQ Cappella or Classic.

The other model is the PDQ 32, which was introduced two years later with many advances in layout. It soon became the Mark II and finally the Altair.

The pedigree of both boats stretches back to 1987, when three extraordinary men got together to build the first PDQ yacht. Allan Slater, enthusiast and leader of the Canadian Multihull Association, was chief engineer and steadfast believer in catamarans; Harvey Griggs, an MIT graduate in structural engineering, commissioned the first yacht; and Simon Slater, Allan's son, created the deck design and was the brawn behind the construction. In 1988, PDQ was born and has been going strong ever since.

Before we get into the specifics of each boat, let's examine some general characteristics they share. Both the boats under review come in two versions, the classic (with twin 9.9-hp outboard motors) and the long-range cruiser (LRC) with twin diesel engines.

Rigging

The 32 had a masthead rig up to hull #27, which was made in 1997. After that the 32 has had a 7/8ths fractional rig. Both variations have single-spreader diamond shrouds for mast stiffness and a pair of uppers led far enough aft to eliminate the need for a backstay. Because of the wide sheeting base of the cat, the upper shrouds don't need spreaders, and because their aft lead eliminates the backstay, the full-battened main can support a modest roach and still tack sweetly, swinging through the space normally blocked by the backstay. These are rigging characteristics that the wide stance of the multihull make possible.

> *"Both models have adequate clearance under the center console to avoid the slap, bang, crash, and pound of water hitting the bridge deck, and both have narrow sterns that leave little wake."*

The 36 has also had two rigging designs. Earlier boats, up to hull #85, made in 2002, had a masthead rig with a headstay, two cap shrouds, and two backstays, all at the top of the mast. The backstays were brought to the deck about four feet abaft the mast. Intermediate mast support came from two lowers and a baby stay. Newer boats get mid-mast support from double diamond shrouds, eliminating the baby stay and two lowers of the earlier design. As with the 32, the elimination of the single aft backstay commonly found on monohulls allows full battens to support a larger roach.

Both models have adequate clearance under the center console to avoid the slap, bang, crash, and pound of water hitting the bridge deck, and both have narrow sterns that leave little wake.

Wake is drag, and drag is wasted energy. But while slim sterns avoid this penalty and afford better speed, they create another problem: a significant loss of carrying capacity. Hulls with fine ends and a hull-to-beam ratio of 12:1 or better have little reserve buoyancy. You must monitor carefully the weight of everything you bring aboard. And that includes diesel engines.

In my opinion the use of two diesel engines and sail drives in PDQ's long-range models is an inappropriate use of technology. Simply put, two 9.9-hp Yamaha outboards weigh 210 pounds total, including drives, props, and so on. They are ideally positioned at almost the exact center of fore and aft rotation and thus are not subject

to the problems of stern-mounted outboards. They are also outside the boat. They can be maintained through cockpit lockers.

On the other hand, two diesels, with sail drives and their related gear, weigh in at about 700 pounds. They are installed under the bunks toward the stern, thus changing the boat's balance and taking valuable space. Thus, 500 pounds of carrying capacity is lost. In a boat designed to be a long-range cruiser, that is a lot of provisions to forfeit.

Worse, the two largest storage lockers under the rear bunks are now taken up with engines and engine-handling equipment such as through-hulls, mufflers, strainers, and so on, making those lockers, normally used for lightweight items like bedding or clothing, unavailable. Then, of course, there is the ritual of tearing apart one's bed to check or change the oil.

"The PDQ 32 should be considered a 'big 32,' whereas the 36 should be considered a 'small 36' when compared with other catamarans."

Special Yamahas

The choice of diesel engines is even more contentious when you realize that Yamaha came out with a new outboard in the 1980s, a 9.9-hp, four-stroke, extra-long-shaft, big-prop, geared-down muscle machine called the Jack of One Trade.

This engine was purposefully designed to be an auxiliary for sailboats. PDQ, Sea Wind, Condor, and other manufacturers saw the inherent virtue of these ultra-quiet, powerful, fuel-miserly engines and immediately incorporated them into their vessels: thus the PDQ Classic.

The PDQ answer to the question of how to handle these outboards efficiently, without drowning, cavitation, or ventilating is a design innovation close to genius. Two central cockpit lockers hold the engines. The engines pivot at the fore and aft rotational center of the boat, thus eliminating ventilation and cavitation.

Outboard motors also have their downsides, of course, but most are mitigated by low weight, low cost, easy repair or replacement, and best of all, complete withdrawal from the water, thus dramatically reducing drag while sailing and corrosion while moored.

Sailing and handling

The PDQ 36 has skeg-hung rudders and low-aspect-ratio keels. This is excellent for protecting the bottom and keeping various lines and assorted trash from jamming the rudders. My experience with the boat is that it sails well, tacks securely, usually within 90 degrees, and goes to windward reasonably well. It is a swift boat, living up to its PDQ name.

However, because of its emphasis on performance, it comes up short on room and weight-carrying capacity for modern conveniences. I recently surveyed a PDQ 36 long-range cruiser which had every possible amenity and convenience installed.

The AC and extra refrigeration/freezer units used up all available space under the dinette seats, the engines took all the space under the bunks, and various other accessories took all the nooks and crannies to the extent that there was not a locker anywhere large enough to stow a case or two of beverage.

The PDQ 32 has spade rudders and low-aspect-ratio keels, but is deeper than the PDQ 36 by 6 inches. It, too, has good sailing and handling characteristics. It should be considered a "big 32," whereas the 36 should be considered a "small 36" when compared with other catamarans.

Construction

Both vessels are constructed of vacuum-bagged foam core to the waterline, using hand-laid knit FRP and Core-Cell foam. Keels are sacrificial, rudders are foam/FRP sandwiches with stainless-steel rudder stocks and webs. Masts are made of extruded aluminum. Bottom blistering has not been a problem in the vessels I have surveyed.

Crawling around the innards of these vessels, the surveyor usually finds that there is little or no sloppy construction, no loose FRP ends to cut unwary fingers or any construction debris remaining in the farthest corners of the bilges. Bulkhead joints all look well tabbed according to the best industry standards.

It is tough to find any shortcuts taken. Decks feel solid underfoot, portlights and hatches are installed properly, and one gets a sense of painstakingly meticulous workmanship. The hull-deck joint is well done, glassing over the joint to make the structure a true monocoque.

The genesis of catamarans

THE MODERN PLEASUREBOAT INDUSTRY began in earnest after WWII. Prior to that, cruising sailboats were mostly built of carvel-planked wood, had cotton sails, required professional maintenance, and were the province of the patrician class. Privately owned cruising boats, owned by folks of average means, were few and far between. Marinas were non-existent. Advances in materials — first plywood, then FRP, extruded aluminum, Dacron, acrylics, and so on — allowed the industry to burgeon. By the 1960s many sailboat designs vied for a consumer market. Most of these boats were purpose-built and designed under rules that promulgated racing performance first and amenities a poor second.

In England, a hotbed of multihull producers almost surpassed the number of monohull producers. Legendary names such as Roland Prout, Tony Smith, Rod McAlpine-Downey, Reg White, Tom Lack, and many others designed vessels such as the Catalac, the Iroquois, and the Apache that still command premium prices today. It was there and then that the Amateur Yacht Research Society (AYRS) was born.

In the late 1980s, the French introduced an entirely new concept to catamaran design by building boats that were luxury-oriented and had a dramatically new aesthetic principle, looking more like spaceships than boats. The public loved it, and the far-flung catamaran charter business moved into high gear. By the mid 1990s, these vessels were the majority of charter yachts worldwide. They influenced all sailing vessels, especially in the realm of creature comforts. The cats proved you could have performance, luxury, privacy, and stability in the same boat.

Layout of the PDQ 36

As you'll see from the accompanying artist's cutaway view, the 36 has many characteristics that are important for a true cruising boat, especially for long passages. First is the helm layout, which is in the cockpit in close proximity to the deck activity. The person at the helm can easily see all four corners of the boat, which is a confidence-builder when maneuvering in close places.

A unique feature is the rear cabin with twin bunks, upper and lower. Families love it. The two mirror-image cabins forward of the bridge deck, close to the rotational center of the vessel, assure the best night's sleep possible in a rough anchorage. They are full-size staterooms.

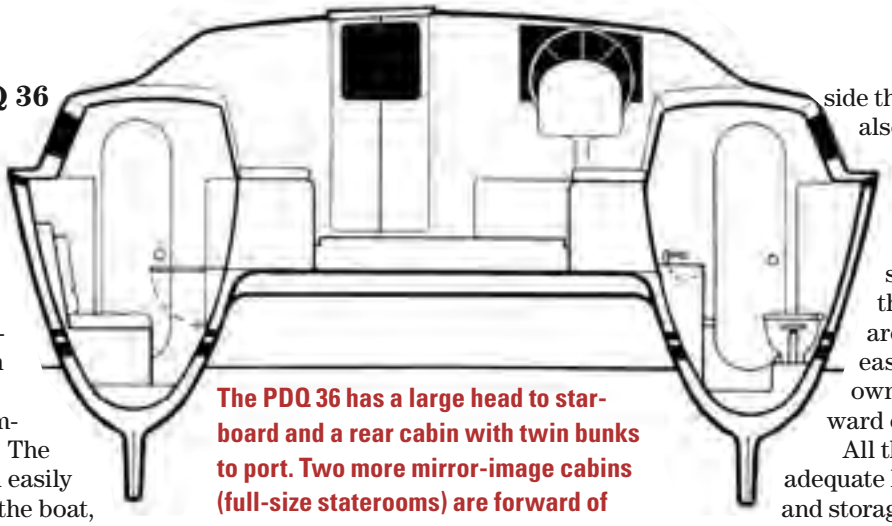
The galley, down on the port side, has more counter space than many shoreside condos. It has a double sink, a full-sized LPG range with an oven, and an eye-level, front-opening refrigerator. The earlier models had LPG refrigerators, which worked very well, and most people love them. As the models progressed, they eventually switched to 12-volt DC Danfoss-style units that are so efficient they can be powered exclusively by solar panels (certain geographic areas excluded).

The LPG models were cleverly installed in the forward sail-locker bulkhead, so all the working parts were outside the living area, thus protecting occupants from the highly overrated dangers of these units. Some other models with separate compressors took up too much locker space, and some were placed in insufficiently vented lockers, something to watch for when considering a purchase.

The head is really a full-sized bathroom with a full-sized stall shower, glass door and all. It is in the aft section of the starboard hull, thus not creating any traffic through the galley or navigation area, a prudent location. The holding tank is aft of the head, behind a watertight bulkhead and outside the living quarters, also a prudent location.

The navigation section is amidships on the starboard side. All the control panels are there and within easy reach of the owner's cabin just forward of it.

All three cabins have adequate hanging lockers and storage space.



The PDQ 36 has a large head to starboard and a rear cabin with twin bunks to port. Two more mirror-image cabins (full-size staterooms) are forward of the bridge deck, close to the rotational center of the vessel.

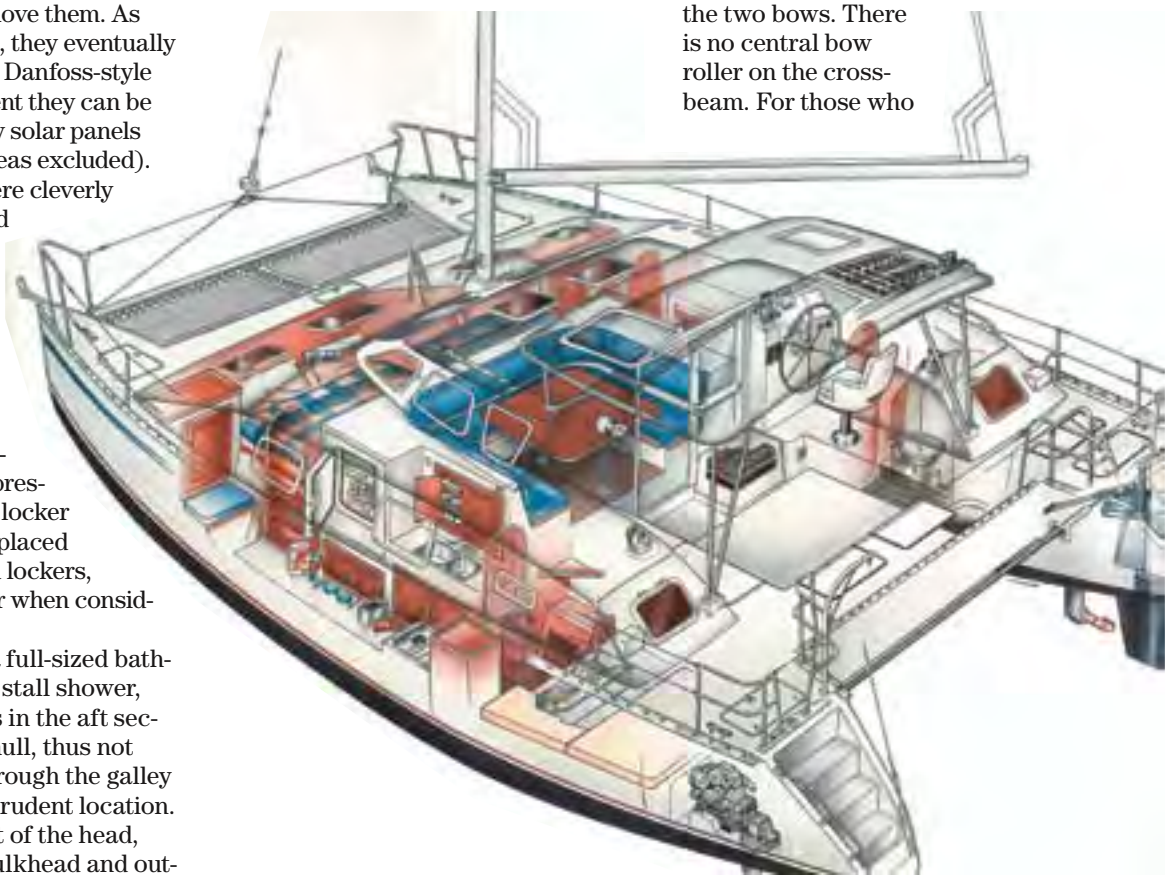
PDQ 36 vital statistics

LOA: 36 feet 5 inches
LWL: 34 feet 4 inches
Beam: 18 feet 3 inches
Draft: 2 feet 10 inches
(LRC: 2 feet 11 inches)
Displacement: 8,000 pounds
(LRC: 8,700 pounds
Sail area: 542 square feet

On deck

Winches are placed so they are easily operated without interference from stanchions or supports. Deck hardware is nicely installed for leading lines to winches conveniently and at good angles. Some models have all the sheets, halyards, and reefing lines led to the cockpit, although I feel this is of dubious value. Raising and lowering sails and trimming them under sail are all easily accomplished. The standard masthead main goes up easily, and it is doubtful that anyone would want to install an electric winch for it.

Ground tackle is handled only from the two bows. There is no central bow roller on the crossbeam. For those who



require a windlass, there is plenty of room in the anchor locker for proper chain fall. Anchoring with a single anchor from one bow is a tried and true method and works well under most conditions. In adverse conditions, when more than one anchor is required, many people simply launch an anchor from each bow. English cats have been doing that for decades. My recommendation is to use modern lightweight anchors and nylon rodes.

Standard hard top

Newer models of the PDQ 36 have the hard top as standard. Some of the earlier models have retrofitted the hard top.

The PDQ 36 deck is not the easiest to negotiate. Sidedecks are smallish, and getting past the forward end of the cabin is difficult in poor conditions. The main deck is a full turtleback configuration and not easy to negotiate.

Forward crossbeams originally were made of FRP and fully molded into the deck mold, giving a split trampoline with a center support. Later models did away with that and used an aluminum spar section as crossbeam but still kept the trampoline in two pieces using the center joint as the tensioning point, a clever idea. Potential purchasers take note: trampolines are a high-maintenance item. Inspect them and their lashings very carefully.

Layout of the PDQ 32

This boat is a center-cockpit vessel. The twin aft staterooms are exceptionally spacious for a boat of this size. Between the staterooms is a locker containing the fuel tank and a manual bilge pump with a selector valve, a very clever arrangement providing easy access to vital gear and additional privacy between cabins. There is also a full-length lazarette in the stern. The center-cockpit configuration makes the cockpit a bit cozier.

From the central saloon, to the right and forward are the navigation station and the head. The galley is down to the left and forward. The galley of the PDQ 32 has many of the features that its larger sister has, but on a reduced scale. Going aft on either side brings you to a stateroom. Both staterooms have large hanging lockers and athwartship double-size beds.

Decks show some similar features, but one really nice extra on the 32 is the bench seat across the cabintop.

Construction of the 32 differs in some interesting ways. Many sections of the installed furniture on the 32 can be easily removed for repair, inspection, or replacement. The hardtop is standard. Standing headroom is gained in the saloon by sliding the large main hatch back into its sea hood.

When surveying these boats, I have not found any structural or user problems.

I would trust either of these two boats for almost any cruising situation. The PDQ 36 is probably the smallest catamaran I would consider for something like an Atlantic crossing, mainly based on carrying capacity. On the other hand, it is about the largest catamaran you can own before you begin to get wide-beam penalties. With an 18-foot beam, you seldom if ever will be denied a marina berth or a haulout in a travel lift. Wider than that, your options drop quickly.

Price history

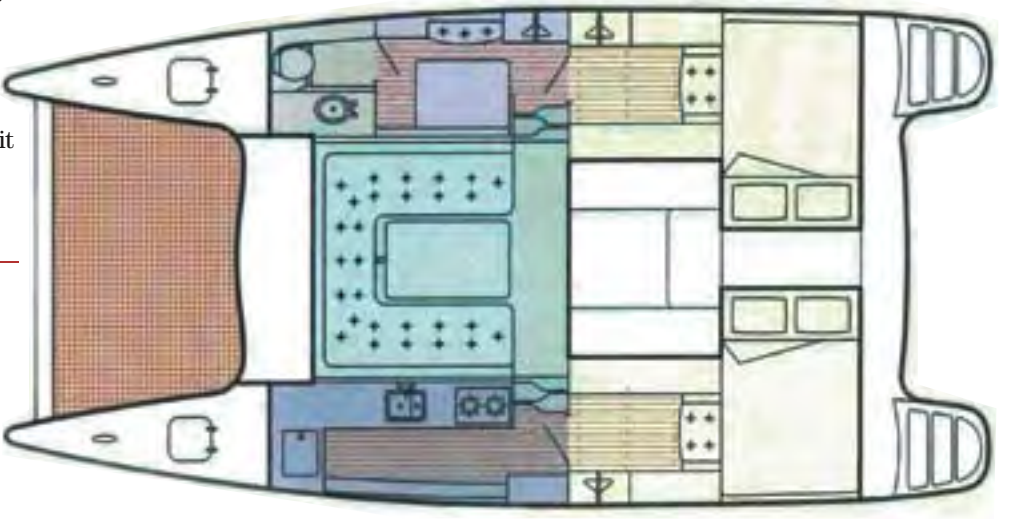
PDQ prices have held up better than certain competitors. Recent searches for boats 10 years old or better show selling prices of $119,000 to $137,000 for the long-range version of the PDQ 32. The PDQ 36 price runs from a low of $129,000 to a high of $159,000.

PDQ 32 vital statistics

LOA: 31 feet 7 inches
LWL: 31 feet 0 inches
Beam: 16 feet 0 inches
Draft: 3 feet 2 inches
Displacement: 7,200 pounds
Sail area: 433 square feet

For further reading ---

Get two very different views on multihulls from Charles E. Kanter's *Cruising in Catamarans* (2002) and Chris White's *Cruising Multihull* (1996). Both can be found at <http://www.goodoldboat.com/bookshelf.html> or by calling 763-420-8923.



The PDQ 32 has exceptionally spacious staterooms for a boat this size. The long galley with ample counter space is a plus as well. At the stern is a full-length lazarette. Another nice feature is a bench seat across the cabintop.

The venerable

This grand old dame will always be someone's sweetheart

by Bill Sandifer

Photos by Jim Schmitt

IT MIGHT NOT HAVE BEEN LOVE AT FIRST sight but it was close. Marcelo Gentenetta, a veterinarian, was looking at a Pearson Triton for possible purchase when he noticed a very attractive sailboat in the next slip. He asked the owner of the Triton what the neighbor boat was. When told that it was a Pearson Vanguard, his love affair with the Vanguard began. The Vanguard in the next slip was not for sale, but it started a search that finally included six other boats and 1,500 miles. At the end of this quest, he purchased his own Vanguard, *Aldebaran*, in Chicago.

Design and construction

The Vanguard is a product of talented designer Phil Rhodes. She was designed at the beginning of the mass-produced fiberglass boat age. Boats of this period were designed as if they were going to be built of wood but were built of fiberglass instead. The result was a boat built to the conventional wisdom and to the rating rule of the time. The Vanguard very much reflects the thinking behind the CCA Rule.

This included long overhangs, narrow beam, and (by today's standards) comparatively small interior spaces. Since no one had a clear idea of the strength of fiberglass, the designers and builders stuck as close to wood scantlings as feasible. This resulted in a thick hull, known dimensions for a desired boat length, and a conservative approach to the entire project. This does not follow today's trend toward wider, lighter, and shallower boats. The older boats were built heavier than today's equivalent-length craft.

On deck

Decks are wide with good-sized toerails and ample foot room. Today's trend to reduce the on-deck walkway is not to be seen on a Vanguard. It's easy to move about on board. The boats had high-quality deck hardware, and it was all through-bolted. Cleats and chocks are appropriate for the size of lines intended for the boat.

Belowdeck

As one might guess, accommodations are on the small size when compared with today's boat of the same length on deck. This is not to say they are not practical, just not luxurious. The Vanguard is probably equivalent to a 25-footer of today's vintage. The Vanguard is a good cruiser for two people, but even though there are berths for more than two people, it would be hard to know where to fit the bodies when everyone was up and about belowdecks. You could add a couple of kids, but two more full-size adult people sleeping aboard would be tight.

Belowdecks, *Aldebaran* looks like what she is: a 1960s vintage boat, narrow but comfortable. It is a personal choice whether to change the belowdecks décor and to modernize its look, but Marcelo likes old things (he drives a 1970s Volkswagen Beetle, for example), and he decided he liked the boat as it was laid out and decorated. The interior layout is typical for a boat this size: a V-berth forward followed by a head to port with a hanging

***Aldebaran* sails the sound near Diamondhead, Mississippi, above.**

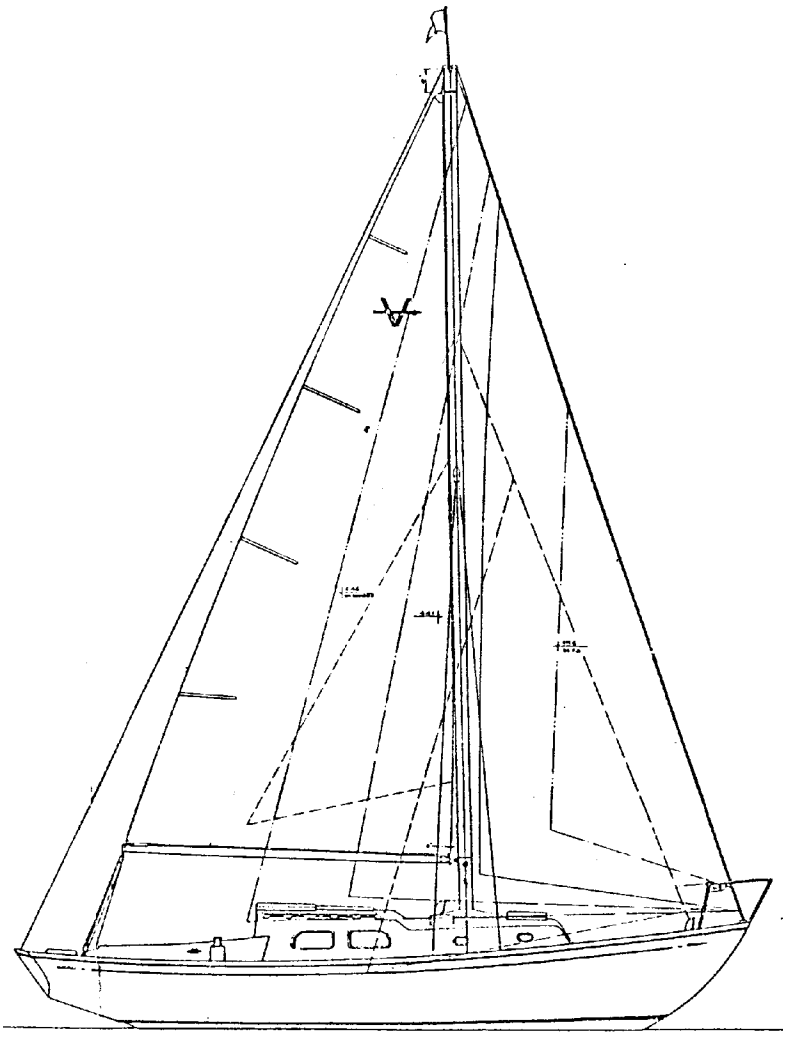
Pearson Vanguard

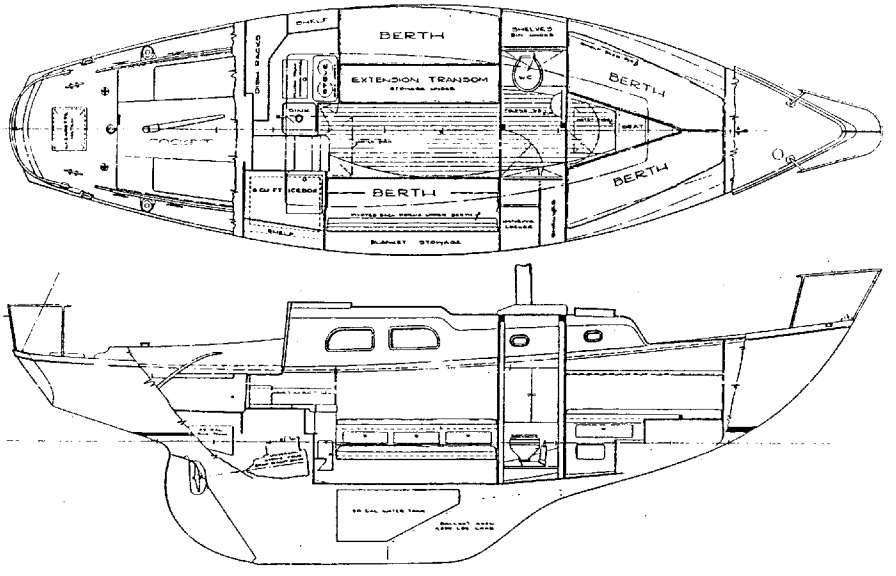
locker opposite. The main cabin was offered in two configurations. The A-plan had settees port and starboard with pilot berths and an extension berth to port and a centerline table.

The A-plan galley runs across the back of the main saloon (shown below). The B-plan boat has a U-shaped dinette to port with a galley that runs along the starboard side for the length of the main cabin and two quarter berths. *Aldebaran* is an A model. The two quarterberths of the B model make access to the sides of the engine easier as there are access panels that can be opened in each quarter berth. The steps to the cockpit still need to be removed for frontal access to the engine. On the A model, side engine access is through the cockpit seat hatches.

The rig

Vanguards were available as either a sloop or a yawl rig, but most were built as sloops. The sloops have masthead-rigs with single spreaders and double lowers set forward and aft of the uppers, which are anchored athwartships





Vital statistics

Builder: Pearson Yachts
Dates: Between 1963 and 1967 About 400 boats were built.
Prices: They range from a low of $6,000 to over $30,000 for a fully upgraded boat.
LOA: 32 feet 6 inches
LWL: 22 feet 4 inches
Beam: 9 feet 3 inches
Draft: 4 feet 6 inches
Sail area: 470 square feet with a 100 percent foretriangle
Displacement: 10,300 pounds when new — Vanguards are probably a bit heavier now due to age and water absorption, not to mention cruising gear
Displacement-to-length ratio: 413
Sail area-to-displacement ratio: 15.8
Ballast-to-displacement ratio: 0.41
Capsize screening value: 1.7 (where below 2.0 is recommended for offshore sailing)
Comfort ratio: 32

i n line with the mast. The mast and hardware are unusually strong and have stood up well. The boats tend to be a little under-canvassed, which is better than having to reef whenever the wind is above 12 knots. The boats are still competitive under the PHRF rating rule and can be raced as a class if there are enough of them in an area. One area that comes to mind is Long Island Sound, New York, where there are many Pearson Vanguards.

Under way

If you check out the Vanguard website <http://www.pearsonvanguard.org/>, you will read that the boat sails like a dream, and the passionate owners who say so are correct. She has a narrow beam and long overhangs…not as long as in the Herreshoff tradition but long by today's standards. A little weather helm, initial tenderness hardening up to a very firm 20 degrees of heel, and a delightful motion combine to produce as sweet a sailing boat as you will find anywhere.

"Boats of this period were designed as if they were going to be built of wood but were built of fiberglass instead. The result was a boat built to the conventional wisdom and to the rating rule of the time."

You can push her to a greater degree of heel, but she will let you know that you are doing her wrong. She does not pound to weather but rather has a solid, comfortable ride. A Vanguard can easily reel off 140 miles in 24 hours and not punish her crew. In a good breeze, 150 miles a day is a possibility.

Things to check out

Vanguards were well built by Pearson Yachts and typically suffer only the deterioration of time. Some do develop hull-to-deck leaks, and some have had bulkhead bottoms rot from water, but most are in restorable condition. The engine will most likely have been or will need to be replaced. Sails probably are not the original set. And the

interior, if original, will benefit from a makeover. Her systems and wiring do not meet today's codes and will need to be redone. A good survey is an invaluable aid to determining the value and needs of the older Vanguards.

Give careful consideration to the condition of the decks, watching for soft spots that indicate deck core rot. This is a very expensive and/or labor-intensive repair and may make the boat too expensive unless you can do it yourself. See *Good Old Boat*, November 1998, to learn what's involved. *(**Note:** Sold-out 1998-99 issues of* Good Old Boat *are available once again in pdf format on CD. **–Ed.**)*

The engine

All Vanguards were originally built with Atomic 4 engines. The former owner of *Aldebaran* stated that the engine worked when he brought the boat to the Chicago yard prior to Marcelo's purchase. Since the boat was out of the water, there was no convenient way of checking out the engine, so Marcelo believed the seller. But once he had the boat transported to its new home, he learned that the engine rotated but had no compression.

A call to Don Moyer of Moyer Marine determined that all was not lost. The engine was pulled and shipped to Don for a total rebuild including the addition of freshwater cooling. Marcelo wanted to keep his Vanguard as original as possible, so rather than replace the Atomic 4 with a diesel, he had the Atomic 4 rebuilt. The engine space, however, is adequate for a diesel engine, and many owners have made this modification over the years. While the engine was out, *Aldebaran's* engine compartment received a thorough cleaning. The remaining interior of the boat was original and in good condition, so Marcelo concentrated

Owner Marcelo Gentenetta's Pearson Vanguard still has the original wooden boom with old-style roller reefing facing page. Note that it's difficult to put a vang on a boom of this type. Marcelo likes older things just the way they were: he drives a 1970s-era Volkswagen Beetle; he fixed the Atomic 4 rather than replacing it; and he thinks the original interior décor, above, is just fine in his 1960s-era Pearson Vanguard. The V-berth, above left, the no-frills head, above right, and two views of the main cabin, at center.

The machinery spaces on *Aldebaran*, an A model, are accessed through the cockpit seat hatches. *Aldebaran* has her original Atomic 4 thanks to a rebuild by Don Moyer of Moyer Marine and an improved propeller by Indigo Electronics. Note the screw and crank for tensioning the outhaul on the roller-reefing boom, below.

his efforts on the exterior.

An interesting note is that the original 13 x 8 two-bladed propeller would only allow the engine to reach 1,300 rpm. Indigo Electronics came to the rescue with a specifically designed propeller for the Atomic 4 with three blades. The engine now hits 2,000 rpm, and backing has been improved. The boat has the power to push against adverse wind and tide that it did not have previously.

The refit

The hull was badly crazed, so a complete exterior refit was in order. This included removing, re-chroming, and replacing all of the exterior hardware. The original South Coast bronze winches were sent back to South Coast for rebuilding. Even the portlights and fixed windows were removed and re-chromed. The original mahogany rudder was faired, and the hull was sealed with an underwater epoxy barrier coat. The exterior was painted with Awlgrip: white with a creamy yellow deck that gives the boat a very spiffed-up new look. When the engine returned, the boat was rewired, a tricolor light was added to the masthead, additional winches were added, and new instruments were installed.

"She does not pound to weather but rather has a solid, comfortable ride. A Vanguard can easily reel off 140 miles in 24 hours and not punish her crew. In a good breeze, 150 miles a day is a possibility."

Marcelo replaced the original VDO speed indicator with a new unit and a new depth sounder. Other work included replacing the old wooden spreaders with aluminum ones as the wooden ones had broken on an earlier sail, jeopardizing the mast. The mast was the original aluminum one with a roller-reefing wooden boom. A jiffy-reefing system was added to replace the old rotating boom reefing system. A new bail at the end of the boom for attachment of the main sheet was also added. The old bail had had a groove worn into it from many miles of cruising.

The first time I saw *Aldebaran* at the dock in Long Beach, Mississippi, I recognized her as a Pearson Vanguard but thought she might be a new boat from an old mold. The boat looked that good. Upon closer inspec-

tion, I realized that it was an old boat that had undergone a complete and very successful restoration. She looks great. The re-chromed hardware and window frames certainly helped, and the Awlgrip on the hull and decks was just right.

Sail wardrobe

The sails that came with the boat are not original, but they are works of art. Marcelo gets excited talking about the beautiful hand-stitching and quality of workmanship in these Ratsey & Lapthorn sails. He fears it will be hard to duplicate them when he looks for new sails. Since Ratsey & Lapthorn are still in business on the Isle of Wight in England, these fears may be unfounded. The standing rigging is original and in good shape.

In general

Once launched, *Aldebaran* proved to be all that Marcelo had hoped. The boat provides a soft ride, does not pound, heels to a point, and then stays there. She is tender initially but with a capsize screening ratio of 1.6, she is ultimately very stable. Marcelo jokes about an Atlantic crossing in the future, but there is no question that the Vanguard is ready and able for just such a cruise.

The problem areas of these boats are the decks. Open holes, worn out caulking, and badly re-bedded fittings can lead to water intrusion into the deck core. This, in turn, leads to delamination along with rotting of the core and all of its associated problems.

"The Phil Rhodes design provides a great pedigree. The construction by Pearson assures a quality job to start with and, even if neglected, a project boat can be brought back to excellent condition as Aldebaran *has been."*

A used Vanguard can be a very affordable boat for a family starting out sailing. The Phil Rhodes design provides a great pedigree. The construction by Pearson assures a quality job to start with and, even if neglected, a project boat can be brought back to excellent condition as *Aldebaran* has been. It only takes time or money or a combination thereof. There is an active owner's association, so lots of advice is readily available on the web.

Summing up

The Vanguard is a safe, stable, wonderful sailing boat. It has a sheer that will make you smile and be proud every time you step away or row away from the boat. All said, this is one sweet boat to look at and sail. It is not a floating condo but a true sailboat. In the words of a cliché, it will drink six, feed four, and sleep two in comfort. There is not much more that could be asked of a good old boat.

Resources

Moyer Marine
717-625-3891 (parts)
410-810-8920 (technical services)
<http://www.moyermarine.com>

Indigo Electronics
800-428-8569
<http://www.atomic4.com>

Ratsey & Lapthorn Sailmakers
<http://www.ratsey.com>

Pearson Vanguard website
<http://www.pearsonvanguard.org/>

The Vanguardian newsletter
Conrad Hoover
2600 W. 17th Street
Wilmington, DE 19806-1109
302-888-2722
clhoove@aol.com

The Pearson 34-2

A handsome cruiser with highly evolved amenities

BY GREGG NESTOR

Pearson Yachts updated several of its more popular designs in the late 1980s, releasing them as what is commonly referred to as the -2 series. The Pearson 34-2 was an upgrade of the Pearson 34 (introduced in 1983) and one of the last models to be introduced by the company. Its three-year production run began in 1989 and ended in 1991 when Pearson Yachts closed its doors.

Design

The Pearson 34-2 is one of 43 boats that Bill Shaw designed during his nearly three-decade tenure at Pearson Yachts, first as a designer and later as general manager. Bill believed that the -2 series was an improvement on the over-marketed "cruiser/racer" theme, so the Pearson 34-2 is not a direct knock-off of the earlier Pearson 34. The 34-2 is beamier and carries that beam farther aft. It also has a longer waterline, a flatter bottom, and more ballast. The fin keel and centerboard option of the Pearson 34 was replaced by a wing keel and elliptical rudder. The most dramatic difference between the two boats lies in their interior accommodations — they are like night and day!

While Pearson Yachts built fewer than two dozen 34-2s, Bill's design did outlast his company. In the mid 1990s, a group of investors started a company called Cal-Pearson. One of the first boats they introduced was the Cal-Pearson 35, which was nothing more than a 34-2 with a redesigned interior and a sugar-scoop transom (the 34-2 has a walk-through transom). The company didn't last long and built only a handful of the boats.

Construction

The hull of the 34-2 is hand-laminated solid fiberglass above the waterline and balsa cored from there to the keel. Around all the through-hulls, the coring was replaced with solid fiberglass. The deck is balsa cored and joined to the hull by means of a vertical flange that is often referred to as a "shoebox" joint. The overlap is chemically bonded and mechanically fastened and covered with a vinyl rubrail.

Interior features include varnished teak woodwork, a teak-and-holly sole, and a fiberglass headliner, except in the saloon where it's vinyl. There is considerable fiberglass reinforcement around all the structural bulkheads. The solid lead wing keel is externally mounted and the rudder is a foam-filled fiberglass sandwich. All deck hardware is through-bolted with backing plates.

Don and Sheila Brown's Pearson 34-2 sails like a, well, *Banshee*, top of page. The wide sidedecks benefit from inboard shrouds, above.

Hull #7

While on a trip to the Chesapeake, Don and Sheila Brown stumbled upon a Pearson 34-2 for sale. It was hull #7, built in 1989. Don says what drew them to the boat was "... its clean lines and drop-dead good looks." Sheila added that the spacious interior and the island berth in the forward cabin were a real plus. A close inspection and a survey confirmed that the boat had been reasonably well cared for and that there were no major issues. The deal was finalized and the boat was trucked to the Great Lakes.

That was a little over three years ago, and Don and Sheila have been upgrading *Banshee* ever since. Don installed a dripless shaft seal and replaced the lifelines. He also installed

> "... the footwell is narrow enough to provide good bracing."

new portlight lenses and removed all the deck hardware, filled the holes with thickened epoxy, redrilled them, and rebedded the hardware using butyl tape. Not wanting to neglect the creature comforts and aesthetics, they had custom cockpit cushions made, installed a stereo system, and added new vinyl boot and accent striping and custom graphics. Future plans include the purchase of a cruising spinnaker, having the mainsail cleaned and serviced, and possibly refinishing the sole in the saloon.

On deck

Other than a pair of 9-inch open-throat cleats and an ample anchor locker, the foredeck of the Pearson 34-2 is free of obstructions and is a spacious and stable platform when working forward is required. The shrouds and genoa tracks are placed well inboard, allowing the crew easy movement along the relatively wide sidedecks. A midship cleat, with adjacent captive chock incorporated into the teak toerail, is fitted on each side of the boat.

Four of the boat's five hatches are on the cabintop. The largest hatch is over the forward compartment, the next largest is above the saloon, and the two remaining smaller hatches add light and air to the head compartment and galley. Two Dorade vents with large stainless-steel cowls flank the saloon hatch and a sea hood protects the companionway's sliding hatch. Three opening portlights and one deadlight are mounted on each side of the cabin trunk.

The cockpit measures 6 feet 4 inches overall, 5 feet of which is forward of the binnacle. The curved and angled seating with its 14-inch-high backs conforms well to the human body and the footwell is narrow enough to provide good bracing. Lockers are provided beneath the seats port and starboard. The starboard locker is cavernous. Even though it houses the water heater, refrigeration compressor, the 20-gallon plastic holding tank, and the access to the 22-gallon aluminum fuel tank, there's still plenty of room. The port locker is very shallow because of the headroom over the quarter berth below.

Flanking the helmsman's hump-shaped seat are a propane locker to port and an icebox to starboard. The seat is removable to give access to the walk-through transom and deck shower. A swim ladder is attached to the hinged panel that closes the walk-through transom. Water entering the cockpit is contained by a bridge deck and escapes through four ¾-inch drains — two in the sole and two in the curves of the seats.

Aggressive non-skid, a 2-inch teak toerail, stainless-steel bow and stern pulpits, dual lifelines, and two 5-foot sections of teak handrail complete the on-deck safety package.

Belowdecks

The interior layout of the 34-2 and other models in the -2 series is an evolutionary refinement of previous Pearson models. It is targeted at families or possibly two couples cruising together.

Rather than the conventional V-berth, the prominent feature in the forward cabin is an island double berth. It doesn't offer much to brace against when the boat is heeled but it does make getting in and out of bed easier. Because of the access on either side, it's also easier to make up than a traditional V-berth. Beneath the berth are four large drawers, storage bins, and one of the boat's three plastic water tanks. His-and-hers hanging lockers with bureau tops, a bookshelf, and port-and-starboard alcove storage outboard and above give this cabin the feel of a true stateroom. A pair of opening portlights and the forward hatch provide ventilation and light, while a two-panel teak door and a scrap of sole add privacy and a changing area. Headroom is 6 feet 3 inches.

Two opening ports, two fixed ports, and the overhead hatch make the saloon bright and airy. Every port is equipped with a built-in translucent

The companionway is protected by a bridge deck and the hatch slide by a sea hood, at left. It's also recessed into the cabin trunk, so it's tucked even farther under a dodger. The swim ladder, center, is attached to a panel in the transom that hinges down to provide easy access from the cockpit to the ladder, at right.

While the saloon has a classic arrangement and proportions, at left, the forward cabin has an island double berth. The top of the icebox doubles as the chart table, center. Aft, the head compartment is on the starboard side and a quarter berth, with lots of room and little privacy, occupies the port side, at right.

accordion shade. This cabin's main features are an L-shaped settee on the port side that converts into a double berth, a centerline drop-leaf table, and a straight settee berth to starboard. Above each settee are double bookshelves with fiddles and a locker with a sliding door. The starboard locker is specifically designed as a spirits locker. Beneath each of the settees is a small amount of stowage space and a plastic water tank. This brings the total water capacity to 70 gallons in three tanks. A pair of teak grabrails is overhead and headroom is 6 feet 5 inches.

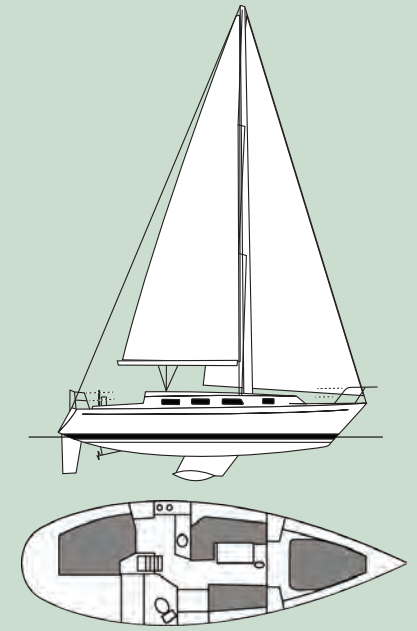
Aft of the settee on the port side is the L-shaped galley. In addition to numerous drawers, cupboards, and bins, the galley is equipped with a gimbaled two-burner propane stove and a single stainless-steel sink with pressurized hot and cold water. An overhead hatch and an opening portlight ventilate and illuminate this area nicely.

Opposite the galley and slightly forward on the starboard side is a large icebox/chart-table combination. The chart-table top lifts to reveal a convenient compartment for storing plotting instruments and charting accessories and, beneath that, a large icebox. Above this area is the electrical panel with some space for electronics.

Aft of the galley is a near-queen-sized quarter berth with stowage bins beneath it and a shelf outboard. Although half of the berth has sitting headroom and the entire forward portion is quite open, the part under the cockpit could get a bit claustrophobic.

On the starboard side, directly across from the galley, is the head compartment complete with a separate shower stall with a seat and a wet locker — true luxuries on a boat of this size. Other amenities include a molded vanity and sink with hot-and-cold pressurized water, a full-length teak-framed mirror, several lockers, and a hamper. An opening portlight and an overhead hatch provide light and air.

Pearson 34-2



Designer:	William Shaw
LOA:	34 feet 6 inches
LWL:	28 feet 2 inches
Beam:	11 feet 6 inches
Draft:	4 feet 0 inches
Displacement:	11,800 pounds
Ballast:	4,950 pounds
Sail area:	550 square feet
Sail area/disp. ratio:	17.0
Disp./LWL ratio:	236
Fuel:	22 gallons
Water:	70 gallons
Holding:	20 gallons
Engine:	30-hp Yanmar diesel
Air draft:	46 feet 8 inches

The rig

The Pearson 34-2 has a masthead rig with double swept-back airfoil spreaders. Four sets of shrouds (caps, intermediates, and double lowers) and a split backstay support the keel-stepped mast. The wire-to-rope halyards are led inside the mast and all control lines are led aft through clutches to a pair of Lewmar 40 self-tailing winches mounted one each side of the companionway on the aft cabintop. The mainsail is sheeted mid-boom to a traveler mounted on the cabintop just forward of the companionway. The primary headsail winches are self-tailing Lewmar 43s mounted on the cockpit coamings.

Under way

The boat is responsive to its helm, can exceed hull speed when surfing with a following sea, and points reasonably high. With a fresh breeze and attention to sail trim, the boat will sail quite well

at close to 35 degrees apparent wind. In about 15 knots of wind, she will easily do 6 to 6.2 knots. The boat is also an acceptable light-air performer.

Don says *Banshee* performs better than expected. He has been caught in some bad weather and was quite comfortable with the boat's performance. As a result, he's confident that, with prudent seamanship, a Pearson 34-2 will take care of its crew in a blow.

The Pearson 34-2 has a 30-horsepower Yanmar 3GM30F diesel for auxiliary power. Coupled to a two-blade prop on a 1¼-inch bronze shaft, it easily moves the boat at hull speed. Access to the engine for maintenance is very good.

Not many of these boats are raced, and the only PHRF rating is 138 seconds per mile, which compares favorably with the Sabre 34 at 135. To put a given boat in perspective, it's always useful to look at similar-sized J/Boats, which are known more for performance than for cruising comfort. The J/34 generally rates from 114 to 117.

A separate stall shower in the head compartment is rare on a boat the size of the Pearson 34-2.

Things to check out

As is the case with most balsa-cored boats, delamination of the core due to water saturation is a potential problem. Don says he found "soft spots" around some of the deck hardware, most notably the lifeline gate stanchions.

Another area to check out is around the portlights. Don found a couple of them leaking and applied fresh sealant when he replaced the lenses.

Having done a bit of investigation around the head and its holding tank, Don is confident that the persistent head odor is coming from saturated hoses, rather than anything more serious. Replacing the hoses (with solid PVC pipe where possible) should relieve the problem.

Conclusion

The Pearson 34-2 is an attractive, well-mannered, and versatile craft. Its hull and rigging conform closely to the latest thinking in conservative cruising boats at the time it was built. It was marketed as a family or two-couple cruiser. Not many of them were produced before the company went out of business. Today, they usually sell for around $55,000.

Gregg Nestor is a contributing editor with Good Old Boat. *He has authored three books on sailing, including* Twenty Affordable Boats to Take You Anywhere *and* The Trailer Sailer Owner's Manual. *He's currently contemplating his fourth, maybe an e-book.*

Comments from owners of the Pearson 34-2

"I am the original owner of Pearson 34-2 hull #9, which we commissioned in the spring of 1989. It has been a good boat over the years.

"We liked the idea of the self-tacking jib but the boat was under-powered with it, so we added a 150 percent jib, which is much better. We have replaced the ports and hatches as the originals did not hold up. Our forward cabin has carpet and wood along the hull sides. The carpet gets dirty easily and is a pain. We have left the ice box as is but suspect that the insulation is poor.

"We upgraded our electrical system and added a dodger and Bimini. The boat is fun and easy for my wife and me to sail. Our lazy-jacks make sail management easy."

–Joe Spears,
Hilton Head, North Carolina

"Some positives of the 34-2 are: a solid well-built hull with excellent hull tabbing on bulkheads and stringers; the shoal-draft wing keel; it sails well in light winds; it's very comfortable offshore in big seas; it's commodious below-decks without sacrificing sailing ability.

"Among the negatives are limited access to the steering quadrant, plumbing, wiring, and deck hardware. The icebox is poorly insulated and the teak sole is always wet at its base. I found average-to-poor installations of chain-plates, deck hardware, and stanchions. The deck scupper should be farther aft to allow water to drain properly.

"I enlarged the access to the steering, cut access panels for hardware, and simplified runs for electrical and plumbing where I could. I tabbed furniture to the deck in the saloon to add strength and reduce noise.

"That said, I have owned my 34-2 for 18 years and have been very pleased with its design and sailing characteristics. We have over 17,000 sea miles in Florida, the Bahamas, and the Caribbean and never have had a breakdown or serious failure."

–Ron Schultz,
Winthrop Harbor, Illinois

"I only purchased my Pearson 34-2 last fall but I am experiencing a problem. The deck drain is not at the lowest point and water runs down to where the coaming meets the toerail. The diesel fill cap is located here and, if the fuel cap and/or O-ring has deteriorated, water will get into the tank. The original filler caps are no longer available, so the entire deck plate will have to be replaced with a new plate to match the available filler cap size. This has turned out to be expensive.

"My experience with the Pearson 34 has not been ideal so far. I want to try her out on the Chesapeake shortly."

–Vern Malin,
Bloomsburg, Pennsylvania

Boat review

Pearson 36

This 1970s family cruiser offers a fair turn of speed

by Ed Lawrence

Pearson Yachts was one of the most respected builders during its long run from 1956 to 1988 or thereabouts (under ownership by an investment firm, the end was protracted and sloppy). Founded in 1956 by cousins Clint and Everett Pearson, the company's early auxiliary sailboats were designed by a who's who of naval architects: Phil Rhodes, John Alden, Bill Tripp, and Carl Alberg. But it was Bill Shaw, who came aboard in 1964, who designed most of the models for the company. Grumman Aircraft Engineering Corp. bought the company in 1960, and the decision was later made to bring design in-house.

Bill Shaw was a graduate of the U.S. Maritime Academy at King's Point and a student at the Westlawn School of Yacht Design. Afterward, he worked 11 years for the prestigious firm of Sparkman & Stephens, where chief designer Al Mason gave him a key role in the development of the Nevins 40 (1954) and the Tartan 27 (1960). His move to Pearson Yachts in 1964 was the beginning of a long relationship.

Bill thrived in Grumman's corporate environment, becoming both general manager and chief designer. His first boats were the Coaster and Wanderer (1966) and the Renegade (1967), the first Pearson with the rudder detached from the keel. Our review boat, the Pearson 36, came along five years later. It was in production from 1972 to 1976, numbering 103 units. The base price in 1975 was $29,500.

In Bill's words, "The boat was designed as a performance-oriented cruiser also designed for the racecourse" in what he described (in those days) as "a world of beamy cruisers and pipe-berth 'tonners' " that left buyers with the choice of going slow comfortably or less slow uncomfortably.

Comfortable cockpit

The result is a fast 36-footer that provides crew with comfortable accommodations in the cockpit and down below. The design features a high-aspect-ratio masthead rig that represents the shift from the CCA rule to the IOR era. A tall-rig version was available.

The overhangs are moderate, with a raked stem and fairly broad (by IOR standards) counter transom. Also typical of the IOR are narrow ends. The resulting lack of deck space at the bow is an inconvenience for those using these boats as cruisers.

The hull is nicely proportioned with an overall length of 36 feet 6¾ inches

> **So, while Bill Shaw paid his respects to the IOR, the 36 was more of a dual-purpose family boat.**

and a waterline length of 29 feet 2 inches. Sail area is 601 square feet, with only 260 square feet in the mainsail, meaning that large headsails will require some effort if they are to be trimmed tight in a stiff breeze. The sail-area-to-displacement ratio of 17 and the displacement-to-waterline-length ratio of 243 are about right for a cruiser with better-than-average performance. (*Note: These numbers may have varied a bit over time, of course, but those were the original specifications.* ***–Eds.***)

So, while Bill Shaw paid his respects to the IOR, the 36 was more of a dual-purpose family boat. That was, in fact, the overall design philosophy of Pearson Yachts throughout its history.

The hull is solid fiberglass with integrally bonded bulkheads and the deck is cored with end-grain balsa. Water tanks are made of fiberglass, the fuel tank is fashioned from Monel. The external ballast is lead, and the rudder is hung on a skeg.

Wheel location

I'd been aboard for at least 11 seconds when I noticed that the wheel is located far forward in the cockpit, a big difference from most boats. It was a welcome sight.

Most wheels are located well aft to enhance crew comfort (such as protection under the dodger), allowing the crew to work winches forward in the cockpit, and relegating the helmsman to a seat at the stern. On many boats, the mainsheet traveler is mounted on the bridge deck, so it is more or less out of the way as well. But this arrangement results in mid-boom sheeting which requires a heavier boom.

On the Pearson 36, the boom is only 12 feet 10 inches, so the mainsheet is attached to the end of the boom. The result: a mainsheet and traveler that can be managed from the helm position. It's great for singlehanding. And whenever there is crew, the jib and spinnaker trimmers are aft, out of the helmsman's way, an important consideration when changing course or jibing a spinnaker. A minor downside is that the mainsheet, when on centerline, interferes with companionway access.

While under way during our test sail, the cockpit proved to be large enough for six adults and a child. One can relax against the high-sided coamings and stretch out comfortably. Our review boat has old-fashioned cockpit lockers in which loads of sails and gear can be stowed. In the original manufacturer's configuration, however, the quarter berth housing took up a lot of the starboard locker.

Accommodations

The 36's interior is well-organized and nicely appointed. Heading below is as simple as stepping onto the top companionway step, which measures 20 by 18 inches. That dimension is noteworthy because it provides a convenient perch on which the night watch can scan the horizon without getting too wet or cold. What's more, this step can be raised to gain access to the top of the engine.

The 11-foot 1-inch beam produces a wealth of space belowdecks coupled with the 6-foot 4-inch headroom. The saloon measures 9 feet on centerline, allowing two people to stand shoulder-to-shoulder without feeling as if they're packed in on a crowded subway ride. The galley and a settee are to starboard; to port is a nav station and second settee.

On our review boat, the table folds out of the way on the bulkhead, freeing space and allowing the settees to slide out and convert to berths. Both berths are more than 6 feet long. A pilot berth to starboard will be popular on a long passage, since sleeping amidships is like being on the pivot point of a teeter-totter. On this boat, its opposite space to port is occupied by a bookshelf and two cabinets. Some Pearson 36s have an additional pilot berth to port.

The large area devoted to the saloon unfortunately subtracts space from the forward cabin. The V-berth is long enough and wide enough for a couple, but with the door is closed there's precious little room for dressing.

***Weigh To Go*, Bob McClinton's 1975 Pearson 36, spreads her spinnaker during a race in Sequim Bay, Washington, far left on facing page. Not a racer, *Fantasy* is Pamela Heath's 1973 model Pearson 36. She is used as a vessel for daysail charters in St. Thomas, U.S. Virgin Islands, top right on facing page. The Schoder family sails *Secret*, bottom right on facing page, on Lake Champlain. Another shot of *Secret* this page. Note the unusual location of the wheel forward in the cockpit.**

On our review boat, behind the port settee backrest, at left, are cubbies with valuable stowage space. The 11-foot beam makes for a spacious saloon, at right, with pull-out settee/berths, a large table, and pilot berth to starboard up and out of the way and centrally located for sleeping when the boat is under way. The settee berths are more than 6 feet long. The table folds up against the main bulkhead. The galley is aft in the starboard quarter. The top companionway step makes a good seat for keeping watch on a cold night.

The navigation station sports a 25- by 30-inch chart table, just right for folded NOAA charts.

The L-shaped galley in our review boat is fitted with an Adler-Barbour 12-volt ColdMachine refrigerator and two-burner Optimus stove/oven. However, Bill Shaw sneakily threw a curve ball when he placed a cupboard door under the sink, giving the impression of accessible storage space there. In fact, the door provides access to the fuel and water filters on the starboard side of the engine, though only a gnome will be comfortable working on that side of the engine.

Also of note is the wet locker to port of the companionway. Although small, it is vented to the engine compartment so wet things will dry.

The head is a small compartment crammed with a toilet, a vanity with a small sink, and a shower.

Performance

The first thing I noticed during a test sail on Puget Sound was that the Pearson 36 motors at 7 knots with the diesel turning at 1,800 rpm — pretty snappy performance. Theoretical hull speed is 7.29 knots. The original engine was a 30-hp gasoline Atomic 4.

With a full-battened mainsail and an aging genoa, our test boat sailed to weather in 9 to 11 knots of breeze making 6.5 to 7.6 knots, impressive performance for a cruising sailboat. She covered the bottom at about the same speed when we eased sheets and sailed on a broad reach. She's a tad on the tender side, but once heeled to 20 degrees she buried her shoulder and forged ahead.

Replacing the three-bladed prop with a folding prop should add at least half a knot.

The Pearson 36 carries a PHRF rating of between 135 and 158, depending on the fleet. Rating for the largest fleet, on Narragansett Bay, is 141. For comparison, a Ranger One Ton and an Irwin Competition 37 of the same year rate 120 and 123 respectively.

When shopping for a Pearson 36, be advised that Pearson built a number of 36-foot sailboats before it disappeared from the scene. The first of the 36s is very different from those that followed. The original 36s were built between 1972 and 1976. The next boat, the Pearson 36-2, was in production from 1985 to 1990. (This one is shown on the cover.) Other variants, all designed by Bill Shaw over the years, are the popular Pearson 365 (a ketch), the Person 367 (a cutter), and the Pearson 36 Pilot House. All of these 36-footers are well-loved and actively sought-after sailboats.

What I can say for certain is that the Pearson 36 is a well-built, moderate interpretation of the IOR that still looks good and sails well today.

Pearson 36

Designer: William Shaw
LOA: 36 feet 6¾ inches
DWL: 29 feet 2 inches
Beam: 11 feet 1 inch
Draft: 6 feet 0 inches
Displacement: 13,500 pounds
Ballast: 6,100 pounds
Sail area: 601 square feet
Displ./LWL ratio: 243
SA/Displ. ratio: 17
Mast height above waterline: 50 feet 5 inches
PHRF rating: 135-158

Resources

Pearson websites
<http://www.pearsoncurrent.com>
<http://www.pearsoninfo.net>
pearson@list.sailnet.net

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Ranger 33

A quick and accommodating Gary Mull design

by Tom Wells

On Rathbun Lake in southern Iowa, Swede and Marcia Samuelson's *Drifter*, a 1973 Ranger 33, shows off the paint job that earned her the nickname *Lady Red*.

When David "Swede" and Marcia Samuelson sold their San Juan 28 in 1987, they left 14 years of sailing behind and began traveling on motorcycles. They eventually proved true the old adage, "Once a sailor, always a sailor." In the summer of 2003, the allure of sailing won out over the call of the road. That's when they found their 1973 Ranger 33, hull #100, *Drifter*, in Superior, Wisconsin, and moved her to Rathbun Lake in southern Iowa. The lake is a popular sailing venue and an easy drive from their home in West Des Moines. In July 2010, Swede and Marcia hosted a test sail and photo shoot for this review.

History

Jensen Marine of Costa Mesa, California, the builder of the popular line of Cal sailboats, had an exclusive agreement with Bill Lapworth to build boats to his designs only. At the same time, designer Gary Mull was drawing successful racing boats, including the Santana 22 and Santana 27 produced by W.D. Schock. (***Note:*** *for more on Gary Mull, please refer to our article in November 2002.* ***–Eds.***) Jack Jensen admired Gary's work and saw an opportunity to produce another line that might have broader appeal. He formed Ranger Marine in 1967 and entered into an arrangement with Gary to build only his designs. The first of these was the Ranger 26; the Ranger 33 was his second. The first 33 hit the water in 1969. Gary designed several more boats for Ranger, including the 22, 23, 28, 29, and 37.

In 1973, Jensen Marine and Ranger Yachts were acquired by corporate giant Bangor Punta. Gary had some philosophical disagreements with the management and his exclusive design agreement was terminated. Ranger and Cal production was moved from California to Massachusetts. Ranger 33 production halted after 464 hulls in 1978, and Bangor Punta's Ranger division was shut down in 1981. Gary Mull died in 1994 at the age of 55.

Design

Like Gary's other Ranger designs, the 33 has pleasing proportions, with a raked bow, reverse transom, and saucy sheer. Neither the freeboard nor the cabin trunk is too high.

Underwater, the keel is of the type commonly referred to as a "cruising fin." It has a sufficiently long and flat run on the bottom that the boat can be careened against a seawall. The spade rudder gives optimal control. While skeg-mounted rudders are considered

to be more protected, many skegs lack the structural strength to do much good if they take the brunt of an impact.

The displacement/LWL ratio of 259 and sail area/displacement ratio of 17.6 mark the Ranger 33 as a moderate-displacement cruiser/racer.

Construction

The Ranger 33's hull, with its integral keel, is a solid fiberglass layup. Lead ballast is encapsulated within the keel, which eliminates the need for keel bolts and a joint. The draft is 5 feet and the spade rudder is almost as deep. Rudder bushing problems are common but easily addressed.

The deck is fiberglass, cored with plywood in early boats and balsa in later ones. The hull and deck were joined with a through-bolted flange that incorporates the toerail. Early toerail caps were teak; later boats have aluminum toerails.

Ranger used an interior fiberglass liner, coupled with interior bulkheads and furniture, to provide structural stiffness. The liner was bonded to the hull at contact points with reinforced polyester cement putty, and stiffness was augmented by connections to bulkheads that were likewise connected to the deck. Fiberglass-encapsulated wood members in the bilge beneath the liner add further interior support. This method of construction provides for ease of production and somewhat lower initial cost, but it does present problems for owners if access to the hull behind the liner is needed or if maintenance work on wiring or plumbing is required.

> **"Teak grabrails run the full length of the cabin, offering good security for crew going forward."**

Rig

The aluminum mast is stepped on deck and supported by a compression post built into the bulkhead at the forward end of the saloon. The bulkhead sits atop the fiberglass liner at this point. A space between the liner and a 2-inch-thick mahogany strip tabbed to the hull near the bilge was filled with polyester putty with the intent of providing a solid base to bear the load from the compression post. In some boats, insufficient putty was used and the area depressed under the mast load. Repairs require cutting into and removing some of the liner to gain access. This area bears watching.

Two halyard winches are mounted on the mast and they are adequate for most purposes.

The mainsail sheet is led from a cabintop traveler to the midpoint of the boom. The aluminum boom has a cutaway on its underside near the gooseneck to house turning blocks for internal lines. *Drifter* has a single-line reefing system and two reef points in the mainsail, which are adequate for most coastal sailing.

On deck

The Ranger 33's sidedecks are cambered from the cabin trunk to the rail. This feature promotes drainage and provides a more level walking surface for crew going forward when beating to weather.

There is no provision for anchor storage or handling anywhere on the foredeck. As the standard stem fitting was small, many boats have been modified to add anchor rollers. *Drifter* has a teak overlay at the stem that incorporates the bases for the navigation lights. Boats that have had anchor rollers fitted usually have a combination navigation light fixture on the top rail of the pulpit.

The stainless-steel bow and stern pulpits provide good security and support. Single lifelines were standard; double lifelines were offered as an option. Mooring cleats are small but well placed.

The cabin trunk is narrow and slightly cambered. Teak grabrails run the full length of the cabin, offering good security for crew going forward or working at the mast. The cabintop has a single fiberglass hatch forward. The hatch laminate is fairly thin.

Though many Ranger 33s have been retrofitted with anchor rollers, *Drifter* retains the original arrangement, with individual navigation lights, two chocks, and a single cleat, at left. Teak coamings add a touch of elegance in the cockpit, at right, but do require some work if they are to be kept oiled or varnished. Primary and secondary winches and cleats on the cockpit coamings reflect the boat's age and its racing origins.

Swede built cabinets into the shelves behind the saloon settees and fitted them with cane doors for looks and ventilation, at left. Aft of the settee on the starboard side is a small navigation station, at right. Its seat is the head of the quarter berth.

A good improvement project would be to replace it with a beefier Lexan or similar hatch, which would be stronger and would provide better natural lighting below. Two Dorade vents over the saloon and a single pie-pan vent over the head provide ventilation. The companionway hatch slides forward into a sea hood.

As is the beam, the cockpit is narrow for a 33-foot boat but has room for four adults and a fifth at the helm. The cockpit seats are exactly 6 feet long, to which the stern seat adds 12 inches. Swede and Marcia have built a custom contoured helm seat for *Drifter*.

The primary winches are mounted on molded fiberglass coamings that extend from the cabin trunk aft to the helm position. Teak coaming boards cover the inside faces of the moldings.

The rather small wheel and the Edson pedestal are located near enough to the primary winches that singlehanding is possible, although the cabintop traveler complicates things. Engine shift and throttle controls are mounted on the pedestal. Many earlier boats have tiller steering, which might make the cockpit seem more cramped when under way but would open things up a bit at the dock.

There is a sizable stowage locker to port and coaming cubbies forward on each side. Some owners have added small hatches (which were not offered by the builder) to access space under the stern seat for stowage.

The companionway sides taper sharply to a fairly narrow entry. There is a low sill at the base of the opening but not enough to keep a boarding sea out of the cabin. When the boat is under way and any kind of sea is running, at least the lower dropboard should be in place and secured.

Belowdecks

The Ranger 33's cabin offers over 6 feet of standing headroom from the companionway all the way forward. The dark teak joinerwork provides a rich atmosphere below, although without the generous portlights it could be too dark for some tastes. The fit and finish are of average to good quality.

The galley lies to port of the companionway. A two-burner pressurized-alcohol stove was standard, although many have been replaced with propane stoves. The sink is inboard nearer the companionway. The icebox, which is aft of the stove, is generous. Counter space is limited but adequate when the icebox is closed and a sink cover is in place. Dual shelves along the hull provide space for dinnerware and utensils and more stowage is available beneath the stove and sink. The bulkhead between the galley and the saloon is half-height

The V-berth, at left, measures just 6 feet long and, like the boat, is fairly narrow at its forward end. The cover of the engine box, at right, doubles as a companionway step and, when removed, provides access to the auxiliary engine, an Atomic 4.

The table (stowed elsewhere) fits between the dinette seats to make a double berth.

and incorporates a post that provides support for the deck.

To starboard, a quarter berth extends beneath the cockpit seat. A forward-facing chart table uses the forward end of this berth as its seat. The electrical panel and radio are mounted above the chart table. Two shelves along the hull over the table provide more stowage.

The interior liner forms the cabin sole and has molded non-skid in walked-on areas; sole hatch boards that give access to the bilge are teak-veneered plywood. Swede and Marcia have carpeted *Drifter*'s sole.

A U-shaped settee occupies the port side of the saloon, and the dining table lowers into the U to form a double berth when needed. A straight settee lies to starboard and can serve as a single berth. The original interior was fitted with shelves behind both settees, with the lower shelf space enclosed by sliding doors. Swede and Marcia added to *Drifter*'s saloon stowage by building attractive, full-height, double-door cabinets on the forward and aft ends of both shelf sections.

Large portlights provide good light for the saloon but, as they are not opening ports, ventilation is available only through the companionway opening, the Dorade vents, and the forward hatch.

The head is to port, forward of the saloon. The marine toilet stands on a molded fiberglass platform in the forward part of the compartment. There's stowage and seacock access under the stainless-steel vanity sink, an enclosed cabinet forward behind the toilet, and a small opening port. A teak door provides privacy and a similar door to starboard opens to reveal a generous hanging locker.

The V-berth is just long enough to accommodate a 6-foot person. It's comparatively narrow, but two people can sleep fairly comfortably in it with the center insert in place. For stowage, the cabin has narrow shelves with teak fiddles along both sides and three drawers to starboard forward of the hanging locker.

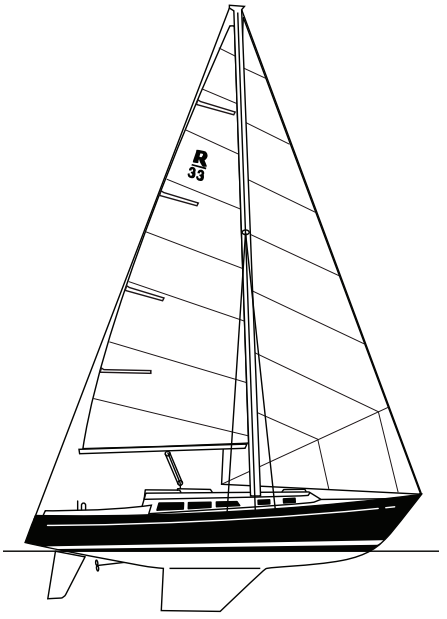
Under power

The standard engine for the Ranger 33 was the gasoline-powered Atomic 4, although a 16-hp Universal diesel was offered as an option during the last three years of production. A 21-gallon fuel tank was standard. Swede and Marcia replaced *Drifter*'s deteriorated original fuel tank with an 11-gallon polypropylene tank. This has reduced the boat's cruising range but they have made use of the stowage space the smaller tank freed up.

The engine box protrudes into the cabin beneath the companionway, where its top forms one of the steps. Removable top and front panels provide good access to the engine.

An effective and fully operational engine-compartment blower system is a must on any boat with gasoline power and should be checked carefully by anyone considering a Ranger 33. The Atomic 4 is adequate for the boat under most conditions. The 16-hp diesel option would also be acceptable since the hull is easily driven.

The boat has some fairly typical prop-walk issues when backing. Many owners who raced their boats fitted early-model folding props that performed poorly in reverse and could make backing in close quarters an adventure.



Ranger 33

Designer: Gary Mull
LOA: 33 feet 2 inches
LWL: 26 feet 3 inches
Beam: 9 feet 7 inches
Draft: 5 feet 0 inches
Displacement: 10,500 pounds
Ballast: 4,500 pounds
Sail area: 528 square feet
Disp./LWL ratio: 259
Sail area/disp. ratio: 17.6
Fuel: 21 gallons
Water: 21 gallons

Despite being a tight fit, the head compartment has all the amenities and adequate stowage.

Sailing performance

Rathbun Yacht Club Commodore, Karl Fenton, skippered his Catalina 28, *Second Wind*, as the chase boat for picture taking. Winds began at only 6 to 8 knots but strengthened toward the

afternoon. By the end of the photo and test-sail activities, *Drifter* was showing her stuff in a steady 12-knot breeze.

With Marcia at the helm and Swede trimming the sails, *Drifter* cut a fine figure, showing her capability on all points of sail and highlighting her bright new roll-and-tip topsides paint job.

To say that this boat was responsive in the 12-knot breeze would be an understatement. Minor adjustments in sail trim produced palpable speed gains and the feel of the helm was sensitive but not overly so. *Drifter* did very well on all points of sail, saving her best for a reach or close reach where the comparatively flat underbody comes into play.

Because of the fairly flat bottom sections, there might be some pounding when beating into heavy seas. That is not to imply that the Ranger 33 doesn't go to weather well. It has a relatively narrow beam, and needs its generous ballast to help keep it on its feet. When sailed "on her ear," *Drifter* developed a fair amount of weather helm. Easing the main helped balance the helm and improved windward performance. This boat can be sailed to 35 degrees apparent wind and perhaps slightly higher, but any crew racing a Ranger 33 will need to watch velocity made good (VMG) on windward legs. That's because footing off a bit will result in a noticeable speed increase that might just get them to the mark more quickly.

When the sails are eased and the Ranger 33 bears off onto a reach, it surges ahead with authority. It will sail deep downwind courses, but if powered up a bit and taken on a broad reach, it will likely reach that leeward mark at least as quickly as a sister ship sailed wing-and-wing. A spinnaker would add power and make a deeper course more efficient.

The Ranger 33 has the seaworthiness and accommodations to serve as a good coastal cruiser and some have performed well and safely on offshore passages. Many Ranger 33 owners race their boats, and that is understandable. With a PHRF rating of 150, the boat is very competitive. On San Francisco Bay, a C&C 33 of similar vintage carries the same 150 rating and the Tartan 33 standard rig rates 156.

Price and availability

In early 2011, at least nine Ranger 33s were available for purchase in North America. The asking prices ranged from a high of $26,000 to a low of $15,000, with the average price near $20,800. The information available on the lowest-priced boats showed them to be in need of significant and very basic maintenance; the boats in the higher range appeared to be well tended.

Tom Wells and his wife, Sandy, own and sail a 1979 Tartan 37, Higher Porpoise. *They have been sailing together since the 1970s and look forward to cruising upon retirement. Tom's musical contributions at the Annapolis boat show have earned him the title of Troubadour with* Good Old Boat.

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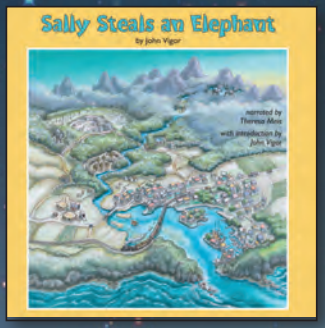

John Vigor:
Danger, Dolphins, and Ginger Beer

John Vigor:
Sally Steals an Elephant

John Vigor:
So Long, Foxtrot Charlie

Foxtrot Charlie just wants to get along with his foster family. But sometimes being an ordinary 13-year-old boy gets him into trouble — messes, explosions, accidents — the harder he tries, the more he fails. Just when he thought things couldn't possibly get any worse, Foxtrot is lost at sea with his foster father, foster sister, and a friend. With the lives of three other people in the balance, Fox is faced with a challenge that helps him understand what's really important.

Russell Doubleday:
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Not long after Joshua Slocum completed his historic circumnavigation, four young men from Michigan set out on another adventure that had never been done before: the Great Circle Route of the eastern U.S. They built a boat and traveled down the Mississippi, around Florida, up the Eastern Seaboard, back through the Erie Canal, and home to the Great Lakes. Their youthful enthusiasm and resourcefulness make this classic true story of a century ago a powerful influence on youngsters today.

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Mariah's Eyes Photography

Flexible Flyer, **above, owned by Leighton and Julie Quon, reminds drivers on San Francisco's Golden Gate Bridge that they'd rather be sailing. Jeff Jamieson's *CAYankee*, on facing page, enhances the view of the San Francisco skyline.**

Santana 35

This stylish performer offers racing speed with cruising comfort

by Ed Lawrence

Can you believe this year's America's Cup regatta? For starters, each syndicate spent upward of $75 to $100 million (pocket change when you're the biggest cable operator in the world) for one 80-foot-long boat, a spare boat, sails, crew salaries, and soft drinks.

In case you slept through the competition (which was easy), in about the same amount of time it took the bulbs I planted last fall to bloom, the Swiss relocated the Holy Grail of sailing to Europe.

But, get this: on more than one occasion I listened as, after keeping us waiting during interminable delays, the chief umpire announced, "Sorry, boys, the wind's blowing today. Guess we'll have to head back to the clubhouse." I began to wonder if the whole project was a scheme to sell beer and hot dogs.

Then, when 10-knot winds actually arrived on the Hauraki Gulf and racing began, the defender's boat came apart and flooded. On one memorable occasion, the end of the boom shattered after tons of water coming over the gunwale filled the bilge. You might call that a minor design failure. On another, in 18 to 25 knots of breeze when "seas" were 4 to 6 feet high, the Kiwis' rig came down when a shroud fitting broke. The problem? The course was "too bumpy." Ha!

All this carnage occurred on cutting-edge racers that go to weather at 9 knots! Heck, any good old boat more than 35 feet long will do seven.

Especially the Santana 35, which thrives in blustery winds, stays together in big seas, and — unlike the America's Cup boats — has a fixed head and galley.

The beginnings

Like so many builders of the era, the history of the W. D. Schock Corporation and the Santana 35 began with a kid from Southern California who enjoyed sailing and tinkering on boats. The kid grew up in the same culture that produced the likes of Hobie Alter, Dennis Connor, an encyclopedia of other skilled yachtsmen, and Ted Williams.

Wilbert Dwayne "Bill" Schock built his first sailboat in the family's garage in Hollywood, a kit version of an International 14 he purchased at age 12. During the construction effort, a passing sailor noted his efforts, immediately placed an order for three boats, and inadvertently planted the seed for a company that is now among the industry's longest-lasting production-boatbuilding operations.

After returning from World War II, Bill set up shop and began building dinghies, especially the Sabot and Lehman 10. When business slowed, he kept food on the table by repairing woodie station wagons and making wooden toilet seats.

Then, in the early 1950s, he purchased the company that built the Lehman 10 and became the first production-fiberglass company in the United States. (Interestingly, a claim shared by several builders of the time.)

While striving to add to the Lehman's performance and appearance, Bill moved the mast, redesigned parts of the deck, and made other modifications. By the time he was finished, he'd produced the design for the Lido 14, which put his name, and the name of his company, in the national version of the industry's Yellow Pages. More than 7,000 Lidos have been built and are sailing in 70 fleets. These days the company is still producing the Lido, albeit now in a 26,000-square-foot facility in Corona, not far from the Newport Yacht Club.

Tom took over

Bill's sons, Tom and Steve, spent enough time with the boss to take an interest in the business. When Bill retired, Tom took over day-to-day operation and still maintains a hands-on presence at the shop. His sailing career began on the racecourse as a child, where he developed into one of Southern California's premier sailors. Mild-mannered Steve is a designer whose most noteworthy creation is the Schock 35, a stepsister to the Santana 35 (see sidebar on Page 6).

"When the 35 is posed docilely at a dock, a near-flat sheerline separates a modest bow overhang and reverse stern. A low, forward-sloping cabintop and extended cockpit combine to produce a graceful profile."

The yang of the company's personality is a penchant for building cutting-edge performance yachts. The Schock 50, a water-ballasted sloop with a lifting keel, was built in 1998 for Steve Black, who planned to enter the Single-handed Around the World Race.

Then, at the turn of the century, the company unveiled the Schock 40, a radical 40-foot lightweight (7,000-pound displacement) with a canted ballast keel, foils fore and aft, and a 7-foot bowsprit. A rocket ship, she's now in production, but is clearly "not your father's Oldsmobile."

Tom is a forward thinker, yet when he looks in his rearview mirror he sees the remnants of many of his contemporaries. The dramatic downturn of the industry in the 1980s was fatal for many production builders like C&C, O'Day, Cal, Pearson, and Columbia. It devastated his distribution network as well.

Having overcome the vagaries of the marketplace, Schock boats still progress down the company's production line at predictable intervals.

Stan Musilek Photography

Once you slip the docklines and hoist the sails, 8,500 pounds of fiberglass, wood joinery, and metal are transformed.

Jeff Jamieson

Well-received quarter-tonner

By the time Shad Turner was commissioned to produce the lines for the Santana 35, he'd been working with the then 30-year-old company for several years. Earlier, during the company's adolescence, he designed the Santana 25, "a quarter-tonner that was well received in the marketplace," Tom says. "We built more than 100 of them."

He then produced the Turner 30, "an elegant and very successful boat that did well on the racecourse"; the Santana 30/30, a popular family-oriented performance cruiser; and the New York 36.

Also in the design mix was Gary Mull, who designed the Santana 22, of which more than 800 were built. Both Gary and his 22-footer were legendary in Northern California for their ability to sail in blustery conditions. The 22 recently underwent a face lift, was retrofitted with a new deck, and reintroduced in 2002. Not surprisingly, the company has delivered 13 of the new millennium model.

Shad Turner's Santana 35 was introduced in 1978. "At the time, we were used to building one-design boats and had been successful, but we decided to enter the International Offshore Rule (IOR) world with the Santana 35. Meeting IOR measurement rules was like hitting a moving target," Tom recalls. "The IOR handicapping committee was comprised of architects who changed the rule every year so we'd all need to pay them for new designs. We'd design and produce a good boat and, at the stroke of a pen, the committee would change the rules. It was devastating. It was a chaotic time. Business was very good, but we were always squirming."

"… the Santana 35 began with a kid from Southern California who enjoyed sailing and tinkering on boats."

His wife, Jane, adds, "Tom didn't need to go gambling in Las Vegas. The whole business was a big gamble."

Planned regatta win

Shad Turner's target was a 35-footer with an IOR rating of 27.5, roughly the boat's waterline length. Tom says, "To make a big splash, we planned to introduce the boat by winning a major regatta. We planned to introduce it at the Southern Ocean Racing Circuit (SORC) in 1978." The IOR became the fly in the ointment when measurers decided she was 6 inches too long under the rule and ineligible for competition.

This decision particularly disheartened Tom, who had orders from 12 potential buyers. To avoid a total meltdown he says, "We hauled the boat to San Francisco, where she immediately began winning races." Thus a new page was written in the history of amateur yacht racing.

In the process, the company inadvertently produced a sloop with a race pedigree. She is also a stylish, comfortable performance cruiser. There's no requirement that you put up a spinnaker. That she was raced does not mean that the crew slept on a bed of nails or survived on C rations. She's very mannerly in a blow and relatively dry, as I've learned sailing off the California coast in stiff northwesterlies. Add durable; any boat living as long as she has that is still sailing in the Pacific outside the Golden Gate or in Great Lakes conditions, should be sturdy enough for most sailors. Having weight on the rail in a blow and having a set of reef points (and knowing when to use them) are important factors.

Although she certainly didn't have a mainstream appearance at the time she was introduced, now, a quarter of a century after her introduction, when viewed from abeam the look is still eye candy. When the 35 is posed docilely at a dock, a near-flat sheerline separates a modest bow overhang and reverse stern. A low, forward-sloping cabintop and

Sisters after a fashion

"An interesting note is that during the early stages of the development of the Santana 35, we realized that her ⅞ rig was ideal for sailing in 12- to 15-knot breezes. But she needed more horsepower in light-wind areas like Southern California and the Chesapeake," Tom Schock says, "so we drew lines for a taller rig and a lighter boat in 1978, then stuck the plans in a drawer.

"Seven or eight years later [*actually six –**Ed.***], J/Boats introduced the J/35, which was very similar to the boat we had on paper," he adds. "So we found the old plans, and Steve put the pencil to paper and created the Schock 35," which was introduced in 1983.

The Schock 35 is 18 inches longer on the waterline than the Santana 35. It is also 1,500 pounds heavier, has a taller rig, and carries about 100 square feet more sail area than the Santana 35.

"But the living spaces in the cockpit and belowdecks are identical," Tom notes.

I've sailed the Schock 35 in several regattas. A strong suit is her light-air performance, along with a spacious cockpit and deck layout. That boat is still in production.

extended cockpit combine to produce a graceful profile. Slip the docklines and hoist sails, and 8,500 pounds of fiberglass, wood joinery, and metal are transformed from raw materials into a pleasing and comely shape.

Lots of room

The first thing you'll notice is that the low cabintop eases visibility forward, whether you're standing or controlling the tiller from the coaming. Seven-foot-long cockpit seats mean there's room for six to eight passengers; the downside could be that she may be the designated party boat after the sun passes the yardarm. She's a bit full in the waist (at 11 feet 11 inches) but Shad Turner designed a midsection that tapers aft to a relatively narrow stern. Her decks are wide and easy to work under sail. Shrouds are inboard at the foot of the cabintop. So, in addition to supporting the spar, they provide handholds and leave space for crew stretched out for a nap.

A critic may complain that the mainsail traveler spans the cockpit. That's a good trade-off for a control positioned at the end of the boom that produces better mainsail trim and allows the driver to trim the main. Odds are that the driver will be the only person aft of the traveler, anyway, out of the way of trimmers. That way, the crew won't be able to hear her grinding her teeth or shouting imprecations.

Let's start with the basics. Most of us can stand up under 6 feet 2 inches of headroom without banging our heads. It takes at least three paces to maneuver 11 feet from the foot of the companionway to the forward bulkhead. The Santana 35 has a full-sized galley with adequate space to cook a turkey and store a case of eight-ounce rs in an icebox. An old fashioned, (pre-pushbutton navigation) full-sized chart table is to starboard opposite the galley, so chef and naviguesser both operate in the most comfortable spots when at sea. The dining area has a drop-leaf table on the centerline that seats six comfortably. If pressed, you could probably find a way to create space to cabinetize a TV-VCR, although I'd opt for a book rack.

Head with privacy

The head, located forward, spans the hull and offers the privacy of a solid door. Space for sail storage is in the bow, not the aft cabin. After that, what else in life is there?

The 35 even looks like a cruiser, rather than a fiberglass tube. Underfoot is a teak sole. The main saloon is surrounded by an oiled teak interior and ports built flush to the cabin sides.

From a purely functional standpoint, you can stretch out on one of four berths and two convertible settees without banging your toes; the berths are all about 6 feet 6 inches long. At sea, pilot berths amidships will provide the most comfortable sleeping quarters.

"Builders seem to think sea berths need to be large but the facts of the matter are that when we're at sea on an overnighter, we tend to curl up in small spaces at the junction of the hull and berth. That way we don't move around and are better rested," Tom says.

By the time the first Santana 35 began its trip down the production line, the W. D. Schock Corporation had 20 years of experience in the production of fiberglass sailboats. In the ensuing years, the company has maintained a reputation for producing lightweight, but durable, laminates. The company managed to avoid many of the problems associated with many of the boats built in the 1970s and 1980s. "We've had no problems with delamination and few blisters," Tom says of the blemishes that plagued many builders of the era.

However, overtensioning the stays may create a crack between the deck and forward bulkhead.

Handlaid woven roving

The hull of the Santana 35 consists of a ½-inch Baltek end-grain balsa core

Owner comments

- "This boat is a bargain. It has performance plus a gee-wow downstairs." *Owner, Los Angeles.*
- "Typical speed to weather is 6.5 knots, and we've hit 13 surfing downwind. We reef the main at 25 knots. Had to re-seal the chainplates." *Owner, San Francisco.*
- "Under power, with practice, she will turn on a dime." *Owner, San Francisco.*
- "She's sluggish in light air but is known to like breezy conditions — 15 knots or more." *Owner, San Francisco.*
- "Nice boat. Lots of bang for the dollar. Will handle fairly extreme conditions. Nice interior. Would not want to cruise, though." *Owner, San Francisco.*

"We'd design and produce a good boat and, at the stroke of a pen, the committee would change the rules. It was devastating."

The low cabintop makes it possible to see what's ahead of you, and the large cockpit offers space for six to eight passengers. Wide decks make it easy to work under sail.

Jeff Jamieson

encapsulated in handlaid woven roving bonded with polyester resins. The hull-to-deck joint is an inward-turning flange on the hull over which the deck was laid and bonded with zinc chromate tape, and fastened with an aluminum toerail secured with ¼-inch bolts on 4-inch centers. Owners do not report leaks from this joint. Deck hardware was attached with bolts through solid marine-grade plywood.

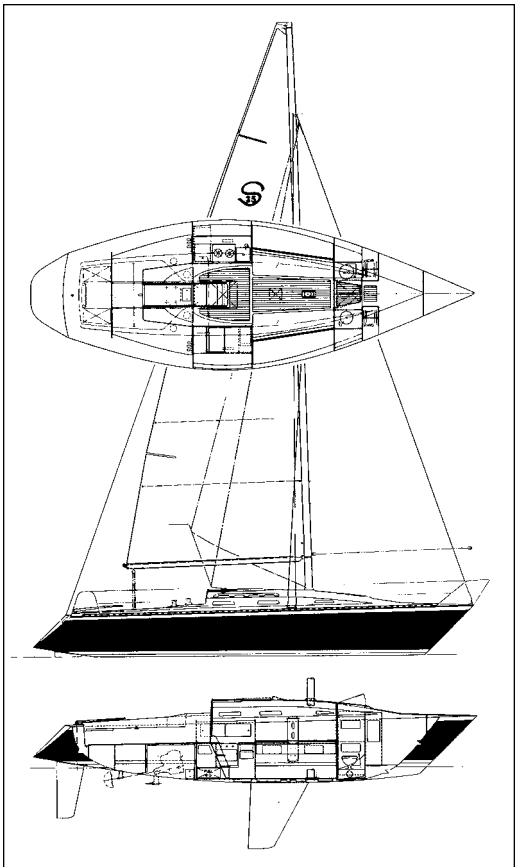
The rudder is a fiberglass shell filled with foam that is strong and light. The rudder stock on the first boats produced was a hollow, 2-inch-diameter fiberglass section sleeved with stainless-steel pipe. When San Francisco Bay sailors encountered "rudder stock bend," the company designed and provided owners with an epoxy resin that, when poured into the pipe, doubled the load strength to more than 7,000 pounds. End of problem.

The internal structure athwartships consists of Douglas fir beams encased in fiberglass; longitudinal support is provided by furniture, bunks, and the forward bulkhead.

The mast is a sturdy SparCraft section built "when that company was in its heyday," Tom says. It was an oversized aluminum section with a single set of tapered spreaders and rod rigging. Most boats are still sailing with the original rig and standing rigging.

The Santana 35 is as fast on the water as on paper. With a displacement of 8,500 pounds, her displacement-to-length ratio is 203. The ballast-to-displacement ratio is 38 percent, so she'll need weight on the rail or reduced sail area in a freshening breeze. She carries 299.5 square feet of canvas in the mainsail and 250.5 square feet in a 100-percent foretriangle. By most calculations, she's halfway between "real fast" and "average fast," but the ⅞ fractional rig means she'll struggle in winds of less than 5 knots.

"I propose the formation of an America's Cup for Good Old Boats and nominate the Santana 35 as a potential contender."



Santana 35 specs

LOA: 35 feet 0 inches
LWL: 26 feet 6 inches
Beam: 11 feet 11 inches
Draft: 6 feet 3 inches
Displacement: 8,500 pounds
Fuel: 20 gallons
Water: 20 gallons

Impressive performance

I've sailed aboard and against the Santana 35 in varying wind conditions and been impressed with her performance. Initially rated in the mid-90s under PHRF, she currently rates between 114 and 120. Close-hauled, she sails to weather within 40 degrees of the apparent wind at 5.5 to 6.5 knots. Off the breeze, on a tight reach under a spinnaker, she'll break loose and hit 11 to 13 knots, well above her calculated hull speed.

During one stretch, the 2003 America's Cup races were postponed nine consecutive days when the breeze didn't exceed 8 knots. The Santana 35 will sail in those conditions. Then races were postponed because the wind was more than 19 knots, a typical July day on San Francisco Bay. The Kiwis' boat broke twice when winds exceeded 20 knots.

Given that set of circumstances, I propose the formation of an America's Cup for Good Old Boats and nominate the Santana 35 as a potential contender.

Interested? Used boats are priced at $25,000 to $40,000. With proper planning you can buy the boat, hire a crew, buy soft drinks and Oreos, rent a condo for the duration of the Cup regatta, and still have at least $75 million in the bank.

Postponements?

Fuggiddaboutit!

Jeff Jamieson

A full-sized nav table is situated opposite a full-sized galley (not shown here). Berths are 6 feet 6 inches. Just because she's meant to be raced "does not mean the crew sleeps on a bed of nails or eats C rations."

Resources

W. D. Schock Corp.
Corona, Calif.; 909-277-3377
<http://www.santanasailboats.com>

Other Santana 35 sites:
<http://www.jamiesons.com/s35>

<http://www.geocities.com/Pipeline/9547>

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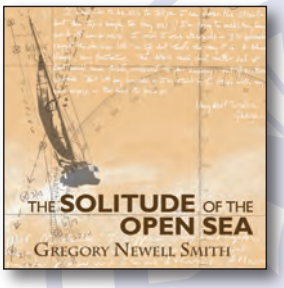

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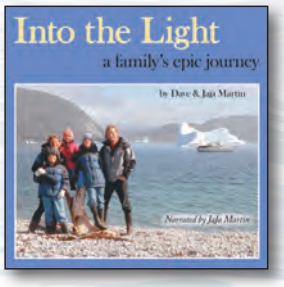

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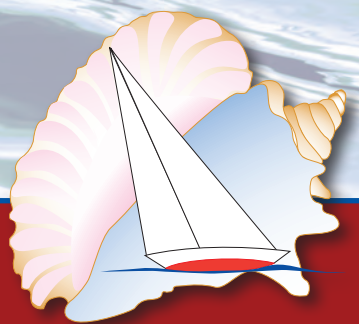

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Searunner 31

A Mobjack Bay cruise with Jim Brown and his classic trimaran

by Gene Bjerke

Scrimshaw at anchor in one of the creeks that border Mobjack Bay in Virginia. Jim Brown, designer of the Searunner catamarans, below, works the winches from the companionway in *Scrimshaw*, the boat he has owned for 34 years.

The end of World War II saw the flowering of a new type of sailboat…new to the American sailor at least. A number of designers in the United States and England took the new materials developed or perfected during the war: plywood, fiberglass, and polyester resin. They applied them to the concept of the ancient Polynesian boats and created the modern multihull. Among the pioneers was Jim Brown, who designed the successful Searunner series of cruising trimarans. Last summer I had a chance to sail with Jim on *Scrimshaw*, his personal Searunner 31, which allowed me not only to evaluate the boat but also to ask questions of its designer and builder.

Jim Brown was born in Ohio in 1933. When he was in his early 20s, a scuba diving trip in the Caribbean sparked his interest in sailing and he wound up crewing on schooners during the wide-open, barnstorming days of the early charter trade. This is when he chose the cruising lifestyle. Eventually he made his way to the San Francisco Bay area, where he associated himself with Arthur Piver, a pioneer in the design and construction of cruising multihulls. After about five years with Arthur, he began designing trimarans himself. Those days saw a strong interest in such vessels (mainly due to Arthur's marketing skills), and he was often barely able to put out drawings fast enough to keep ahead of his builder-clients.

In 1965 or so Jim designed a boat for his own use. What he wanted was a trimaran that could carry a family of four on extended cruises. It had to provide some separation of sleeping areas for privacy. The result was the Searunner 31.

Scrimshaw was built in 1972 in a redwood canyon in Northern California, far from the water, so it had to be demountable for transport (though not trailerable as such). When the main components were completed, it was hauled in three pieces on a flatbed truck. It was assembled and completed in Santa Cruz. The amas (outrigger hulls) are attached to the main hull by aluminum A-frame trusses, bolted to main-strength bulkheads.

After launching, Jim took off on extended cruise with his wife, Jo Anna, and two preteen sons. They sailed

down the West Coast, through the Panama Canal, and three years later came ashore in southeastern Virginia, where Jim continued to design multihulls. (One of his protégés is multihull designer Chris White.) Though they were now land-based, they cruised the boat extensively from Nova Scotia to Cuba. Once the boys grew up, the boat evolved into

> **“*Scrimshaw* was built in 1972 in a redwood canyon in Northern California, far from the water…”**

a husband-and-wife coastal cruiser. He traveled to Africa and the Pacific for United Nations-sponsored projects, for which he endeavored to teach local fishermen how to build inexpensive boats.

Jim and Jo Anna, a retired school teacher, still live on a quiet river in Virginia. He has continued to design boats, sometimes in cooperation with other multihull designers. His most recent project is the WindRider series of daysailing trimarans. However, his designs are basically handled by his longtime business partner, John Marples. Jim's main project now is something he calls "the Outrig Project," in which he hopes to assemble extensive material on the history of the modern multihull since World War II before everyone who remembers it is gone.

Design and construction

To date, about 1,500 Searunner plans (all sizes) have been sold. There is no way to know how many have actually been built. The Searunner Owners List online lists 104 Searunners, of which 37 are Searunner 31s.

An important aspect of the Searunner design was an ability to go to windward in heavy weather. The way Jim accomplished this was to give the boat a deep centerboard: 5 feet 9 inches, board down. But the trunk for such a board would take up too much room in the cabin of a narrow trimaran hull. Jim's solution was to place the cockpit amidships on top of the centerboard trunk. The center cockpit not only allowed him to brace the trunk very solidly, it also gave the helmsperson an unobstructed view forward and separated the accommodations below. With a relatively wide transom, there's room for a dinette aft.

Multihulls in the early days were often built by amateurs (or by professionals on a one-off basis). Thus, another requirement was straightforward construction with readily available materials, primarily plywood and fiberglass.

In profile, Searunners are recognizable by a flat sheer topped by a long, flat cabintop that takes up most of the center of the boat. The center cockpit is just abaft the mast. Jim calls the aft cabin the "sterncastle" and the forward cabin the "forecastle." As is typical of trimarans, the main hull is narrow at the waterline, to reduce wetted surface area, but the accommodations — mainly in the form of berths — extend outboard over the water in short "wings" to increase interior volume. The rest of the space between the main hull (*vaka* in Polynesian parlance) and amas is open, with netting to keep things from falling through. Searunners larger than 31 feet have solid wings.

On deck

It's best to board a trimaran — either from a dinghy or the dock — amidships at an ama. On *Scrimshaw* you step off the ama onto a piece of light plywood lying on the netting and then up to a redwood-plank "running board." Stepping over the coaming, you find yourself in a snug (4 feet long by 7 feet wide) cockpit. Companionways at either end of the cockpit lead to the forward and aft cabins. The mast is just in front of the cockpit, with the folding canvas dodger in between.

Access to the fore and stern decks is via the "running boards" on either side of the cabin. There are sturdy bow and stern pulpits made from aluminum pipe. These pulpits extend all the way to the cabintops, where they become handrails. This creates a secure enclo-

Jim makes a quick trip up the mast, at left. Jim's dinghy, center, is easy to store on the net that is stretched from the main hull to one ama. The 9.9-hp outboard, right, can drive *Scrimshaw* at 5.5 to 7 knots (depending upon cruising load and sea state). It can be lifted and tilted clear of the water when under sail.

sure around both decks. On the foredeck there is an aluminum Fortress anchor on a bow roller. The rodes store in a self-draining compartment. Abaft that is an acrylic hatch to the forepeak.

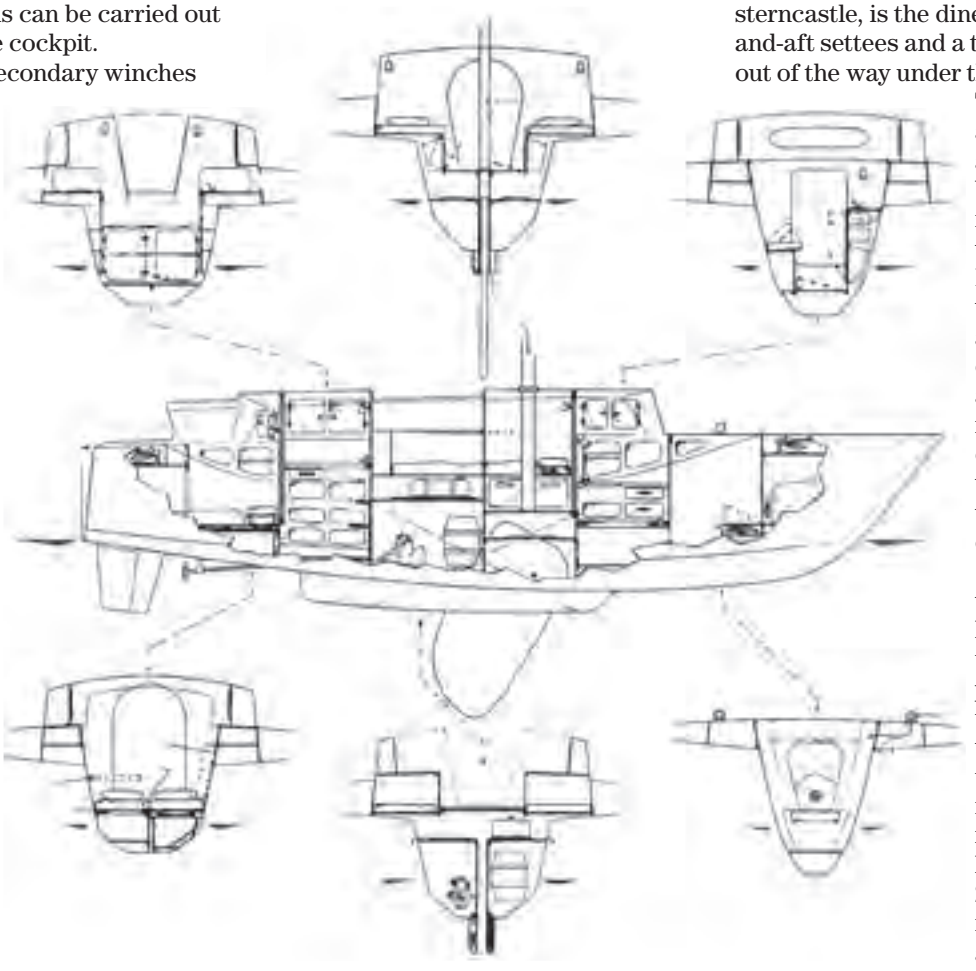
The afterdeck is much smaller. It contains a self-draining lazarette (where a stern anchor and its line can be stored). The outboard rails of the amas have gated rope lifelines, and the stanchions can do double duty as attachment points for headsail sheeting blocks and docklines.

Scrimshaw's cockpit has a bulkhead-mounted compass on either side of the forward companionway hatch. The tiller is positioned low, just above the sole, and I found it very convenient to steer with one foot, leaving both hands free. If you want, it can be tilted up for use at normal height. *Scrimshaw* has an autopilot (Autohelm 2000) that stores in a recess under the starboard seat and swings out to engage the tiller at the level of the sole. The remote controls for the outboard motor also are located at the forward end of the same seat front, so most boat-handling operations can be carried out without leaving the cockpit.

There are two secondary winches mounted outboard of the cockpit coamings (for vangs, barber haulers, and spinnaker sheets). The cockpit drains through eight scuppers into a self-bailing sub deck a foot below the sole. This sub deck, which is sealed from the interior of the boat, is a useful place to store portable fuel tanks and such. Incidentally, the centerboard can be removed through the cockpit while the boat is afloat. Done correctly, you shouldn't take on much more than about a quart of water.

Searunner 31

Designer: Jim Brown
LOA: 31 feet 2 inches
Beam, main hull: 5 feet 0 inches
Beam, overall: 18 feet 8 inches
Draft, board up: 2 feet 9 inches
Draft, board down: 5 feet 9 inches
Displacement: 7,000 pounds
Sail area: 453 square feet



Besides the dodger, *Scrimshaw* is equipped with a well-secured Bimini. The cockpit can be completely tented in, either with canvas or mosquito netting, to provide another sheltered area while at anchor or even underway. As Jim puts it, "You can go anywhere without getting wet, cooked, frozen, or bugged."

One of the advantages of a trimaran is the ability to carry a hard dinghy aboard and out of the way on the net between the main hull and an ama. Jim has been using a small kayak for a dinghy lately. Since the amas' freeboard is relatively low, it's easy to board the dinghy or the mother ship and to transfer supplies.

Belowdecks

Trimarans have very narrow main hulls, which restrict living space (the amas are not used for accommodations). In Searunners, this space is divided into a number of discrete areas separated by bulkheads.

Abaft the center cockpit is the main living area. All the way aft, under the sterncastle, is the dinette with fore-and-aft settees and a table that slides out of the way under the afterdeck. The sole in this area is raised, and there is a built-in ice chest in the sole between the seats. For sleeping, the dinette seats are flipped up out of the way and the made-up mattress is slid out from under the afterdeck to form a cozy double.

Forward of this is a bulkhead beyond which the upper part of the hull widens out into the wing. This is where the galley is located, with full standing headroom (6 feet 2 inches). There is a counter with a sink to star-

board. On *Scrimshaw*, there are both freshwater and saltwater pumps. To port is another counter with recessed two-burner propane stove. The galley has ample Formica-topped counter space, with storage areas below the counters and behind them and forward under the cockpit. There are large fixed ports on either side.

Forward of the galley is the cockpit, which is built over the centerboard trunk. This is the deepest part of the vessel and contains the largest storage area on either side of the trunk (which also puts the heaviest gear, especially the engine, if so equipped, in the center of the boat).

Forward of the cockpit is a sleeping cabin with two fixed portlights. Because the centerboard trunk continues through this cabin and the sole is on top of the trunk, there is only sitting headroom. There are single berths port and starboard. The afterhalf of each berth extends under the cockpit seats. The compression post for the mast sits on top of the forward end of the trunk.

Continuing forward is a "dressing room." This is a small area, with full headroom. It has a counter with a sink to port and a bench to starboard. There is storage in the wings outboard of the counter and the bench. Light is provided by a wide, fixed port in the cabin front. So while the sleeping area may be somewhat cramped for anything other than sitting or sleeping, one step down and forward puts you in a more spacious area for dressing and cleaning up.

The design divides the accommodations into smaller pieces than a monohull sailor might be used to. All spaces aboard *Scrimshaw* are cozy. The galley has full standing headroom with a counter and sink to starboard, at top right, and a counter and stove to port, at top left. The head, center, is located forward under the foredeck.

The head is forward, under the foredeck, with sail storage forward of that. Light in this area is provided by the hatch in the foredeck. Additional ventilation comes from round inspection ports on the hull sides. Jim advises capping these ports when sailing. On *Scrimshaw*, you can take a shower using a garden sprayer while sitting on the head's seat cover. The epoxy-sealed sump is pumped out by hand with a bilge pump.

The rig

Searunners are rigged either as sloops or cutters. The difference is in the number of headsails; the mast is in the same place in each. All Searunners have a two-spreader, masthead rig. The shrouds attach to chainplates on the cabin sides, allowing the headsail to be trimmed outside the shrouds. The headstay sets a genoa on a roller, opposed by a split backstay. There is a running forestay from the upper spreaders for a staysail. This is supported by running backstays to the after A-frame (adjusted by Highfield levers). When a staysail is not set, the runners are normally released and secured at the shrouds, available for use in heavy weather. When the third reef is tied in, the head of the sail is below the upper spreaders, with the leech below the runners. A baby stay from the lower spreaders completes the standing rigging.

The 35-foot aluminum mast is stepped on the cabintop in a tabernacle. The mast can be lowered forward using the boom as a gin pole, with the mainsheet taken to a winch (and appropriate guys to control the mast sideways as it comes down). *Scrimshaw* has simple mast steps all the way to the top.

The mainsail has full battens and three sets of reef points. The gooseneck is fixed — luff tension is adjusted with the halyard winch. There are lazyjacks to contain the sail as it comes down. These are eased off and stowed at the gooseneck when not needed. The 140-percent genoa can be reefed as well as furled.

Scrimshaw has a large, flat-headed

spinnaker. One of the advantages of a wide vessel, such as a trimaran, is that the spinnaker does not need a pole. (There is a whisker pole that is sometimes used to boom out the genoa.) All sheets, as well as control lines for the kick-up rudder, lead to winches and cleats on the top of the aftercabin. The best place for the sheet trimmer is to stand in the aft companionway: supported up to the waist, clear of the helm, and with a good view of the sails. There are no travelers or fairlead tracks. In fair weather, sheets can be barber hauled or led through snatch blocks clipped to stanchion bases on the amas.

Under way

Scrimshaw is powered by a 9.9-hp, four-stroke Yamaha outboard motor hung in the afterend of the tunnel between the main hull and the starboard ama. The engine is mounted on the end of a long, narrow, box-like structure called a "sled." The forward end pivots under the wing. The engine can be raised and lowered from the cockpit by a line leading to the top of the aftercabin. The bottom of the sled has a sharp dead rise to deflect any waves. There are remote controls for the engine in the cockpit. In calm weather, this engine will drive the boat at 7 knots when running light, 5.5 with full cruising load. When under sail, the engine can be lifted and tilted clear of the water.

It was blowing about 20 from the north the day we went sailing. We powered down the river from Jim's house and set full sail as we approached Mobjack Bay. I took the tiller as we sailed down the relatively smooth waters of the bay. The boat responded well with a good feel to the helm, but I was surprised that she heeled more than I expected from a trimaran (maybe 10 degrees). Jim explained that was because she was running light. When loaded for cruising she heels much less.

After a couple of miles, Jim set the autopilot, and we spent most of the rest of the day letting "Iron Mike" steer the boat. *Scrimshaw* is set up for singlehanding. The skipper can stand in the companionway to handle sails and still be within easy reach of the autopilot controls.

The trip down Mobjack Bay was pleasant enough, but our goal was to run out into the Chesapeake and play in the bigger waves. The trimaran easily sliced through the 4-foot waves, occasionally throwing spray, but the ride in the cockpit (at the center of gyration) was relatively smooth and quite dry. Speeds to windward averaged around 7 knots, which seemed a bit slow to me. Jim pointed out that Searunners are designed for long-distance cruising, not racing. A flat-out racing tri would be going twice as fast in the same conditions, but would not be nearly as comfortable. And the average monohull of the same length would probably have made no more than about 5 knots. A 2-knot difference is more than it seems: a 40-percent increase!

"Jim has sailed *Scrimshaw* for 34 years and has honed this boat to his particular needs."

Scrimshaw tacked easily. I had a hard time trying to calculate the angles, but later, in easier water, she tacked through about 90 to 100 degrees.

After a day of sailing, we pulled into one of the creeks that border Mobjack Bay and put down the anchor for the night. *Scrimshaw's* anchor has a boat-length of chain and two nylon rodes. The rodes pass through snatch blocks on the inboard sides of the ama bows before belaying to the cleats on the edge of the foredeck. This arrangement accomplishes two things: there is no chafe anywhere on the anchor line and lying to a wide bridle keeps the boat from sailing at anchor. We lay perfectly still all night.

Bottom photos on facing page: the dinette with settees and a table, at left, that slides out of the way, center. The dinette turns into a cozy double bunk. The dinette sole is raised to accommodate a built-in ice chest. The forward berths, one shown on the right, which extend under the cockpit seats, are similar to pilot berths.

Summing up

The five Searunner models, ranging in length from 25 to 40 feet, were never production boats. All Searunners were built one at a time to plans drawn by Jim Brown. Thus, there will be variations in details between individual boats. Jim has sailed *Scrimshaw* for 34 years and has honed this boat to his particular needs. That said, all Searunners share a common design philosophy, so most of the comments in this review about *Scrimshaw* should apply to any Searunner 31 you may run across.

When evaluating a used Searunner, keep in mind that these boats were built of plywood covered on the outside with fiberglass. In older boats, assess the bond between the glass and the wood for delamination (tapping with a finger will tell you a lot). Boats built after about 1970 probably used epoxy, which is a more powerful adhesive than less expensive polyester resin, to bond the fiberglass.

The disadvantage of a wooden boat is that it is subject to rot. Rotten sections can be replaced, but it may be difficult work. A well-built Searunner should not require much more maintenance than a boat of any other material.

Searunners were designed for strength rather than speed (though any properly sailed Searunner should outrun most similar-sized monohulls). They have made circumnavigations as well as extensive coastal cruises. The design divides the accommodations into smaller pieces than you might be used to, but they can be cozily comfortable and still provide some privacy for a family or two couples cruising together.

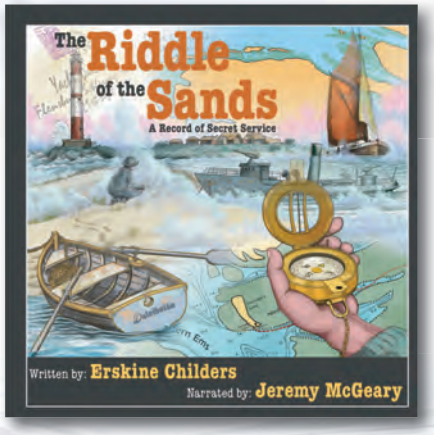
Searunners for sale are hard to find. The ones I found ran in the $40,000 to $50,000 range. It would appear that Searunner owners are happy with their boats.

Resources

Searunner Owners Page
<http://www.trimariner.com/searunner/searunner1.html>

John Marples (Jim Brown's business partner)
<http://www.searunner.com>

Thrills, Chills, and Suspense at Sea!



The Riddle of the Sands

by Erskine Childers

While sailing in the Baltic Sea, two men uncover a secret German plot to invade England. The Riddle of the Sands (written in 1903) was heralded as the first true spy novel, written by Childers to encourage the British government to bolster their presence in the North Sea. This story features equally thrilling scenes of espionage and adventures at sea. A real classic brought to life by the talented voice of Jeremy McGeary.

Telegram from the Palace

by Geoffrey Toye

Jack the Ripper in the 1880s. The sinking of the *Lusitania* during World War I. The British Royal family. Modern- day lovers enmeshed in life-threatening events they can't control and don't understand. You won't be sure until the very end who the good guys are and what motivates the heroes and villains. An adrenaline-filled thriller by Geoffrey Toye.

A Voyage Toward Vengeance

by Jule Miller

Missing persons, murder, sunken vessels, unlikely comrades, and a couple of real sociopaths will frighten and entertain the adult listener of this nautical fiction by Jule Miller. There are plenty of realistic sailing scenes and good nautical detail but not enough to prevent the non-sailor from appreciating the tale. Readers will find it difficult to sleep at night. For adults only.

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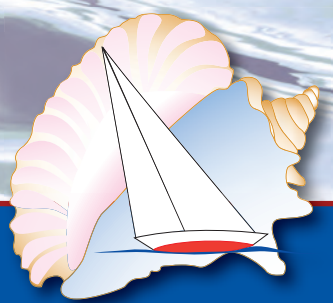
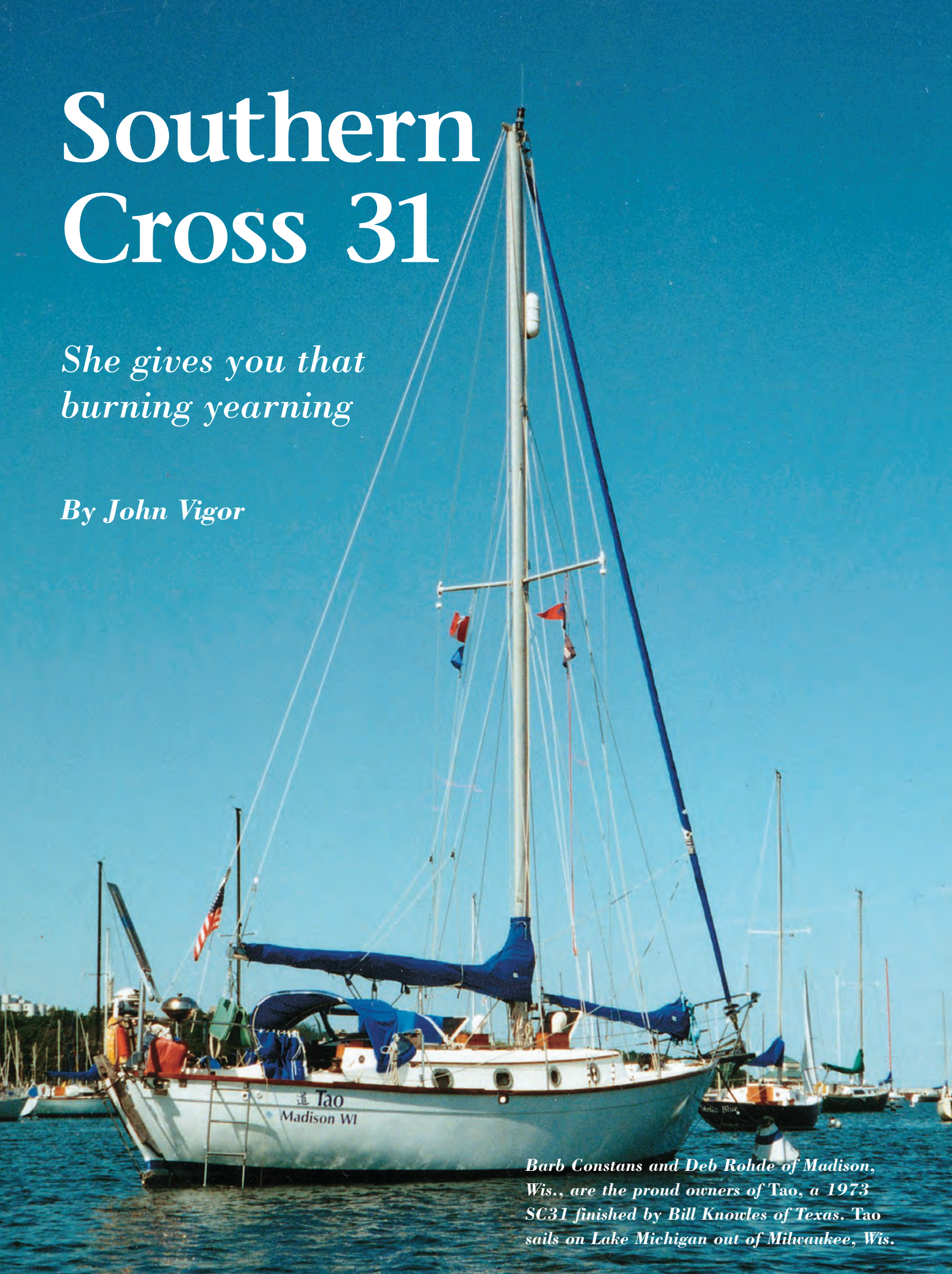


www.AudioSeaStories.com

Southern Cross 31

She gives you that burning yearning

By John Vigor



Barb Constans and Deb Rohde of Madison, Wis., are the proud owners of* Tao, *a 1973 SC31 finished by Bill Knowles of Texas.* Tao *sails on Lake Michigan out of Milwaukee, Wis.

If you've ever stood on a dock alongside a Southern Cross 31 you'll know the meaning of the word yearning. It's that deep and anxious longing or desire you feel as you run your eyes over her deck and rigging.

The desire hits you on two levels. The first longing is for the boat herself, this pretty little creature with the delicate sheerline and the cheeky little bowsprit. The second, almost simultaneous, longing is for the exotic places she can take you, places where the constellation after which she's named hangs high in the southern sky. Suddenly your nostrils tingle with the hot spicy scent of a tropical island. And what's that on deck just forward of the cockpit? Could it be white coral sand from somebody's bare feet? Ah yes, this is truly a boat to yearn over, a beautiful boat just longing to visit the earth's beautiful places.

Colin Archer, the famous Scotsman who lived in Norway and produced designs of sail-powered sea-rescue boats, would have approved of the Southern Cross 31. She has much the same sort of underwater body as Archer's much-revered designs, a full keel with a long flat section at the bottom, and not much of a cutaway forward. She also has an outboard rudder and the famous pointed stern that was said to make the Colin Archers so seaworthy in heavy following seas.

From 1975 to 1987, more than 130 fiberglass SC31s were built by C. E. Ryder in Newport, Rhode Island, and about half of them were sold as uncompleted hulls to do-it-yourselfers. For this reason, although they all look similar on deck, you never know what you'll find below on this boat. The factory-finished boats have a standard interior layout, but home-builders always have their own ideas, and they're inevitably better than the designer's ideas — or so the meddlers think. Mostly, in fact, they're not, but there may be a few that will surprise you.

The price of a used SC31 varies according to the design and finish of her interior, too. You might find an early one being offered for somewhere around $35,000 to $40,000; later models finished professionally will cost proportionately more. But if you can afford it, it's a relatively cheap ride to paradise.

Basic design

Thomas Gillmer, the designer of the Southern Cross 31, is much admired for seaworthy cruisers constructed in a robust traditional manner. His credentials are impressive. He was professor of naval architecture and headed the design departmentat the U.S. Naval Academy in Annapolis.

The SC31, interestingly enough, is actually a close cousin of another famous boat that came off his drawing board — the Seawind, built by Allied, which was the first sailboat built of fiberglass to circumnavigate the world. The Seawind was the forerunner of the Seawind II, another ocean-proven design to be profiled in this series. The SC31 is really a Seawind with the aft end changed from a transom stern to a double-ender and a few other alterations. She has a little more beam, a little more internal volume, and her displacement has gone up half a ton.

Don Sannes, of Austin, Texas, sails* Reliant, *a 1980 SC31, on the Texas coast off Corpus Christi.

One of this boat's claims to fame is that her hull is cored with Airex foam. That makes her more buoyant in case of a bad leak, and it also insulates the interior against cold and noise. The condensation so often found inside fiberglass hulls in cold waters is almost non-existent in this boat, and the thudding of waves against the topsides is far more muted than it is in solid fiberglass boats.

No material is perfect, however, and some critics express concern about the strength of a cored hull — not its mechanical strength or rigidity, which is probably far greater than that of a solid fiberglass layup, but its ability to resist punctures. The critics maintain that two thin skins of brittle fiberglass with a thick soft core in the middle are not as safe as one thick skin of fiberglass. Their worries stem from the fact that the outer skin is more easily penetrated by a sharp object in the water, a deadhead hit at speed, or a rock pinnacle that the boat has run up on. It's rather like a balloon that, blown up too tightly, can be exploded with the slightest prick of a pin. On the SC31, it's a question of impact resistance, of course, and some people believe the SC31 is lacking in this respect, at least in theory.

Those of us who have no way of discovering whether this is a real problem, or merely a hypothesis propounded by nautical naysayers, console ourselves with the thought that even if the outside skin is punctured, there is another skin inside, plus that extra thickness of plastic foam. We can hardly believe it would be more dangerous than a single solid skin cracked right through.

Because foam is reputed to be adversely affected by the sun's heat, the fiberglass decks and cabinroof are cored with edge-grain balsa, which is more forgiving. It's also standard practice in most production boats. In areas of stress, or where fittings are likely to be bolted right through the deck, solid plywood is substituted for balsa.

Reliant, ***shown here and below, shows the full keel, outboard rudder, and lovely canoe-style stern of the Southern Cross 31.***

The boat's underwater profile, as we've already seen, is old-fashioned, well tested, and therefore greatly comforting to conservative cruisers. The outboard rudder is efficient and easy to get to if anything goes wrong.

It's the modern fashion to cut away more of the keel's forefoot than Gillmer did on the SC31, and this helps in two ways: first, it reduces the surface area of the underwater hull and, therefore, the resistance it produces. Second, it makes the hull more maneuverable, at very slight cost to its ability to keep tracking in a straight line. It also, incidentally, moves the center of lateral resistance aft, which helps resist a boat's tendency to gripe or bore into the wind — the phenomenon known to practical sailors as weather helm.

But the old-timers gave their boats deep forefeet for good reasons. That amount of grip on the water, so far forward, helps a boat heave to quietly and mind her own business when you leave her under reefed sails with the helm lashed to leeward slightly. The old working boats from which this design sprang had to endure many hours of gales at sea with their heads tucked under their wings in this fashion. The downside of a deep forefoot is that a boat running with too much canvas in a capful of wind and large swells may tend to trip over her keel and broach to. But with reasonable caution and ordinary care, this situation should never arise; and, in any case, we're talking here of mere degrees of risk. There is no implication here that a boat with a deep forefoot is inherently unseaworthy. An overcanvased fin keeler is far more likely to broach to under those conditions than is any boat with a traditional keel. All boats have strong points and weak points; the best sailors know which is which, and act accordingly.

The SC31's coachroof is low and streamlined. Her topsides are low, too, so she presents little top hamper to the wind. Her sidedecks are reasonably wide for easy movement fore and aft, and she has bulwarks to delight the hearts of those of us who habitually drop the pin of every shackle we open and live in fear of the "ping-splash" that signifies its loss forever. The bulwarks are also very comforting when you have to walk along a leeward sidedeck that's under water, of course.

The cockpit is small. That is to say, it's the right size for sea work. It won't accommodate the whole family, complete with grandparents and kids, for Thanksgiving dinner, but it does provide a safe haven for a lonely watchkeeper or two in the wee hours of the morning. It also has that most desirable feature in an ocean-going boat, a nice strong bridgedeck.

The weighted keel is a lead casting encapsulated within the hull. It weighs about 4,400 pounds, which is about 32 percent of the boat's displacement, just about the right amount to give her an easy motion at sea.

Given the high number of home-finished boats, the auxiliary engine could be almost anything, but most of them will have a 22-hp diesel squeezed under the companionway steps. That's plenty for a 6-tonner, and should give her a range of 250 miles or more, thanks to the 34-gallon fuel tank.

Accommodations

For a boat displacing more than 6 tons, there is not a lot of room down below on the SC31, but she will accommodate two adults, maybe three, in reasonable comfort on long passages, and more for shorter coastal trips. The forward cabin has the usual V-berth arrangement, which is awkward to scramble into and out of at the best of times. At sea, it's mostly unusable

and becomes ad hoc storage for everything from the deflated rubber dinghy to the spare stormsail. It would be far more useful on a long-distance cruising yacht to convert this cabin into a workshop with a bench and generous storage areas, but on production yachts it's almost always crammed with sleeping places because a plenitude of berths is what the builder's sales department wants.

Aft of the fo'c's'le there's a head compartment to starboard and hanging space opposite. The main saloon on factory-finished models is very straightforward: two settee berths with a galley aft to port and a chart table aft to starboard. A quarterberth was an option, but it meant a foldaway chart table instead of a fixed one, which a proper cruiser really needs quite badly. Nice as it is, the quarterberth won't be missed at sea if the number of crewmembers is kept down to one or two.

The galley, it must be admitted, is small and inadequate — but then, on a 31-footer it usually is, and the SC31's galley is no smaller nor more inadequate than any other in its class. Yacht designers all seem to chant the same mantra in this connection: seagoing cooks must suffer. And they do. Over the years of production, the galley did receive a little more attention, however, and the single sink became two sinks in a projecting peninsula, presumably to enable the cook to do twice the amount of washing up or to finish the normal amount in half the time.

The standard of finish supplied by C.E. Ryder was commendably high. For example, there are eight ports in the coachroof sides, and they all can be opened. And if that's not enough in the way of ventilation, there are also two large opening hatches overhead.

The rig

Tom Gillmer gave the SC31 a modern masthead cutter rig with a jib set from a short bowsprit and a staysail set from the stemhead. The total working sail area is just under 450 square feet, so the rig is easy for one person to handle.

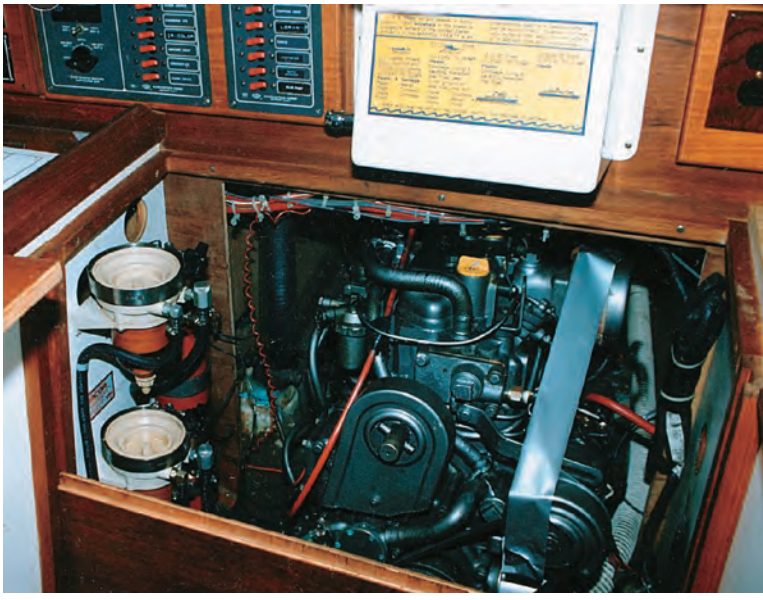
This is yet another boat with an aluminum, deck-stepped mast, but it does at least have a wooden compression post to transfer the thrust directly to the keel. One wonders why so many designers shy away from keel-stepped masts, especially on pure cruisers, which are not so likely to be hauled and have the stick removed every winter. Mast partners add valuable strength and stiffness to a keel-stepped mast.

The original design featured a club on the foot of the staysail, but some owners will probably have discarded it in favor of a loose-footed sail because the cutter rig is already cluttered on a boat of this size. Besides, you really need a self-tending staysail only when you're contemplating frequent tacking, and that's something a deepsea cruiser shouldn't have to do.

Performance

While the SC31 is no round-the-buoys racer, her long waterline helps her maintain respectable average speeds on long passages. Her modest draft of 4 feet 7 inches, combined with a low-aspect-ratio keel, means she's not going to pass any fin-keeled racer/cruisers on the beat, but she's capable of showing them a thing or two on a close reach in choppy head seas and, of course, she really comes into her own on beam and broad reaches.

Some critics, bent on gainsaying Professor Gillmer, wonder whether the SC31 is ballasted enough. Her design displacement is 13,600 pounds, of which about 32 percent (4,400 pounds) is a lead casting in the keel cavity. In the good



Accommodations on* Tao, *at top, include a bulkhead-mounted heater, caned panels on cupboards for ventilation, and a substantial bookshelf. The bottom two photos show* Reliant's *galley (a newer model with the double sink) and engine (a Yanmar 2QM20H).

professor's defense, it can be said that this was regarded as a perfectly acceptable ratio for working boats of this type, which carried their engines, fuel, water, and sometimes internal trimming ballast, low down in the hull. In those days, too, perhaps people showed more common sense about stowing heavy gear, books, and provisions as low as possible in the boat and about keeping all these things in place so they wouldn't shift during a rollover.

Known weaknesses

- Although balsa-cored decks are standard among production boats, many suffer over the years from water intrusion, which leads to delamination and great loss of strength. If you're buying an old SC31, check her decks and cabintop for hollow sounds and flexing.
- Check the outer skin of the hull carefully for punctures or cracks. Water won't necessarily penetrate the inner skin or even spread through the plastic foam core, so this kind of damage is easy to overlook.
- Most factory-finished boats were supplied with alcohol stoves. They're not the best choice for ocean cruisers, who mostly prefer propane, kerosene, or even diesel cookers.

Tao's *cabin is more spacious, of course, without the table, but the stowable table turns the saloon into a comfortable dining area.*

Owner's opinion

Bob and Judy Boudrot sail their 1980 factory-finished Southern Cross 31, *Second Wind,* out of Manchester-by-the-Sea, Mass. Bob, past commodore of the Southern Cross Owners' Association, calls her a go-anywhere boat in any weather. "I feel very confident that I could take her anywhere in the world," he says. "She's a salty-looking boat that always draws looks and comments in a new harbor," he adds.

Second Wind is very well-found and carries extensive instrumentation and safety equipment. "But I'd add a steering vane, single-sideband radio, and an EPIRB for extended offshore work," he says.

As far as performance under sail goes, "she roars on a reach, but struggles upwind in light air. In 12 knots or better, she'll do 5 to 6 knots at 35 degrees apparent wind."

If the wind increases while she's sailing to windward, Bob first reefs the mainsail, then rolls up the genoa progressively. "Over 25 knots, we're down to two small headsails, or perhaps the club-footed staysail alone, and if she develops weather helm we ease the reefed main."

Under power, her two-cylinder Yanmar pushes the boat at 5.8 to 6 knots, using about half a gallon of fuel per hour. "It's noisy and bouncy but reliable," he notes. "I think she may be a little over-propped, since I can only get up to 2,600 rpm at full throttle."

Major upgrades to *Second Wind* since her launching have been an Edson wheel and binnacle, autopilot, engine instrumentation pod on the companionway bulkhead, a Max-Prop, radar, a laptop and navigation software, a separate starting battery, a holding tank, two anchors on the bow ready to run (35-pound CQR and 12H Danforth) a CD/FM player, and a zip-on Bimini extension to the dodger.

"I'm also planning to add a second manual bilge pump, mechanical refrigeration, and to move the split backstay to the aft end of the hull because it crowds the helm in its current location," Bob adds.

If you're planning to buy a SC31 for offshore work, Bob strongly advises you to have the stainless steel pintles and gudgeons on the rudder replaced with bronze ones, as he did. Also, have the deck tapped (to locate a waterlogged core and possible delamination), and check for a watertight hull-deck joint.

On ocean passages, Bob suggests the SC31 could carry a 6-gallon jerry jug of diesel on deck or in the port cockpit locker to provide 10 hours of emergency running time. You can also catch extra fresh water on deck during rain squalls, he maintains. "The SC31 has a high toerail, and I've read where people gather rain through a freshwater fill pipe on deck."

Bob judges the accommodations to be comfortable for two people for extended offshore work, "although a third person could fit in, considering that there are two sea berths in the main cabin with lee cloths."

Conclusion

Owning a Southern Cross is like being a member of an exclusive club. There is, in fact, an owners' association with its own extensive Web site on the Internet designed and maintained by *Second Wind's* first mate, Judy Boudrot. It maintains crew and owner lists, advertises boats and equipment for sale, and features pictures of SCs in action. The association also publishes newsletters and organizes an annual get-together in Newport, Rhode Island.

Two SC31s were being offered for sale on the owners' Web site in late 1998. Hull number 85, launched in 1979, was being offered in New York state for $27,500. She had a 20-hp Yanmar engine, Aires self-steering vane gear, a dodger, various electronic instruments, and a dinghy. A sistership, called *Badger*, hull number 51, was going for $33,500 down in the U.S. Virgin Islands. She had a Monitor self-steering vane gear, a 10-foot fiberglass sailing dinghy, upgraded standing rigging, and a wide range of electronics, including ham radio. There was no mention in the advertisement of what kind of engine she had.

At prices like these — less than those of many luxury cars — the SC31 represents a bargain buy for the ocean voyager who prefers a solidly-built, highly conservative hull in the Colin Archer tradition.

John Vigor is a professional journalist. The author of The Practical Mariner's Book of Knowledge, The Sailor's Assistant, *and* The Seaworthy Offshore Sailboat, *he has worked for major newspapers around the world and is a frequent contributor to leading sailing magazines. He has sailed for more than 40 years in boats 11 to 40 feet in length and logged some 15,000 miles of ocean voyaging. In 1987 he and his wife, June, and their 17-year-old-son sailed their 31-foot sloop from South Africa to the U.S. This series of boat reviews is based on articles from John's book:* Twenty Small Sailboats to Take You Anywhere, *which is available from The Good Old Bookshelf (see Page 62 for more information).*

Resources for Southern Cross sailors

Southern Cross Owners' Association
Bill and Debbie Duggan
115 Upland Road
Concord, MA 01742
601-442-1630
duggan@matrix-one.com
<http://southern-cross.org>
<http://www.geocities.com/~southerncrossow/>

Pat and Colleen DeGroodt
Pat and Colleen left on a round-the-world cruise in August, 1998, in their SC35. They have been sharing their voyage through their Web site at <http://www.digwave.com/simmer/simmer.htm>

Pat Henry
The first American woman to sail around the world singlehandedly, Pat started and finished her cruise in Acapulco. She now lives aboard her SC31 in Puerto Vallarta, Mexico, where she paints and is part of the artistic community there. Her Web site is at <http://www.wrightprinting.com/pathenry/main.html>

SC Rendezvous
A Southern Cross rendezvous is planned for Aug. 12 at the Wickford Marina, in Wickford, R.I., a picturesque seaside village within Narragansett Bay. People interested in more information about the rendezvous should contact Steve Bliven at 508-997-3826 or bliven@massed.net.

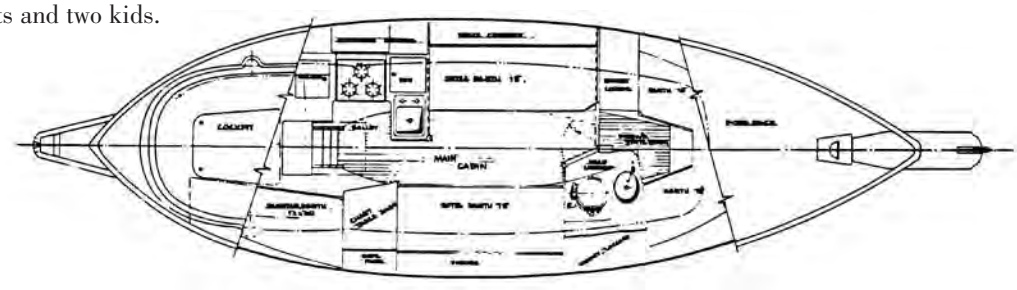
In short

Southern Cross 31

Designer: Tom Gillmer (1976)
LOA: 31 feet 0 inches
LWL: 25 feet 0 inches
Beam: 9 feet 6 inches
Draft: 4 feet 7 inches
Displacement: 13,600 pounds
Sail area: 447 square feet
Ballast: Encapsulated lead, 4,400 pounds
Spars: Aluminum
Auxiliary: 22-hp diesel
Designed as: Conservative bluewater cruiser

In comparison

- **Safety-at-sea factor:** 8 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** No sluggard. Prototype boat came in third in her class in the Marion-to-Bermuda Race in 1977.
- **Ocean comfort level:** Two or three adults in comfort; or two adults and two kids.



The classic:

An updated cruising classic has become a classic in her own right

by Wes Farmer

John G. ("Jack") Hanna designed his famous Tahiti ketch during the Depression years of the 1930s. He created a great, sea-kindly craft an amateur builder could put together for a relatively modest amount of money. Since money was very hard to come by during those years, a boat you could afford to build while you were dreaming about sailing to the South Pacific and maybe taking life easier was attractive indeed. It has been estimated that during the ensuing years more than 3,000 boats have been built to this design, and at any given time there are perhaps dozens passagemaking somewhere in the world.

Early in his naval-architecture career, Jack became very interested in the sailing and sea-keeping qualities of the double-enders among the Mediterranean-type used in the sponge fisheries at Tarpon Springs, Florida, and made an extensive study of them. These craft were heavily influenced by the Colin Archer "redningskoite," his double-ended rescue boat used extensively by the Norwegian lifesaving service, and Jack believed this design approach would lend itself well to a cruising sailboat for Everyman. As they say, the rest is history.

In the 1920s, Jack designed and built a double-ended sailboat he named *Orca*, and then another double-ender he named *Carcasonne*, both of which were influenced by his study of the Greek spongers. He was on his way to a career in naval architecture when the Great Depression hit, and it became extremely tough to make a living in this field. By the time the 1930s had rolled around, Jack — who, in later years of his life was known as "The Sage of Dunedin" (Florida) — had designed a third boat of this genre, unnamed, and was looking for a sale of his work in order to eat.

First publication

Enter my father, E. Weston Farmer, N.A., who at the time was editor of *Fawcett's Modern Mechanix and Inventions* magazine (later re-named *Mechanix Illustrated*). "Westy," as he was known, and Jack were friends. Dad became interested in being the first one to publish Jack's design of his new, as-yet-unnamed cruising ketch. He was able to offer Jack the munificent sum of $150 for his design and article, over the violent objection of his boss and publisher, Roscoe Fawcett, who feared that paying this exorbitant amount would put him out of business.

Before publishing Jack's design, Westy suggested the name Tahiti for a couple of reasons. First of all, he figured the name had just the magic to take the builder's (and/or dreamer's) mind off his Depression-caused woes and economic troubles — most people had them in those days. Secondly, someone in the office was going on a trip to Tahiti and agreed that was what he would name the boat if *he* were to sail her there. So the name stuck and has since come to mean a romantic attachment to the concept of sailing off into the sunset, heading for the balmy breezes of the South Pacific, where there is nary a care.

As more and more Tahiti sailboats were built and sailed around the seven seas by passagemakers, the craft gained a great reputation for sea-kindliness, comfort of motion, and safety. Many were the true tales of sailors riding out hurricanes and typhoons and returning to port safely. However, she also gained a reputation of being somewhat slow and not pointing especially well to weather.

Under-rigged

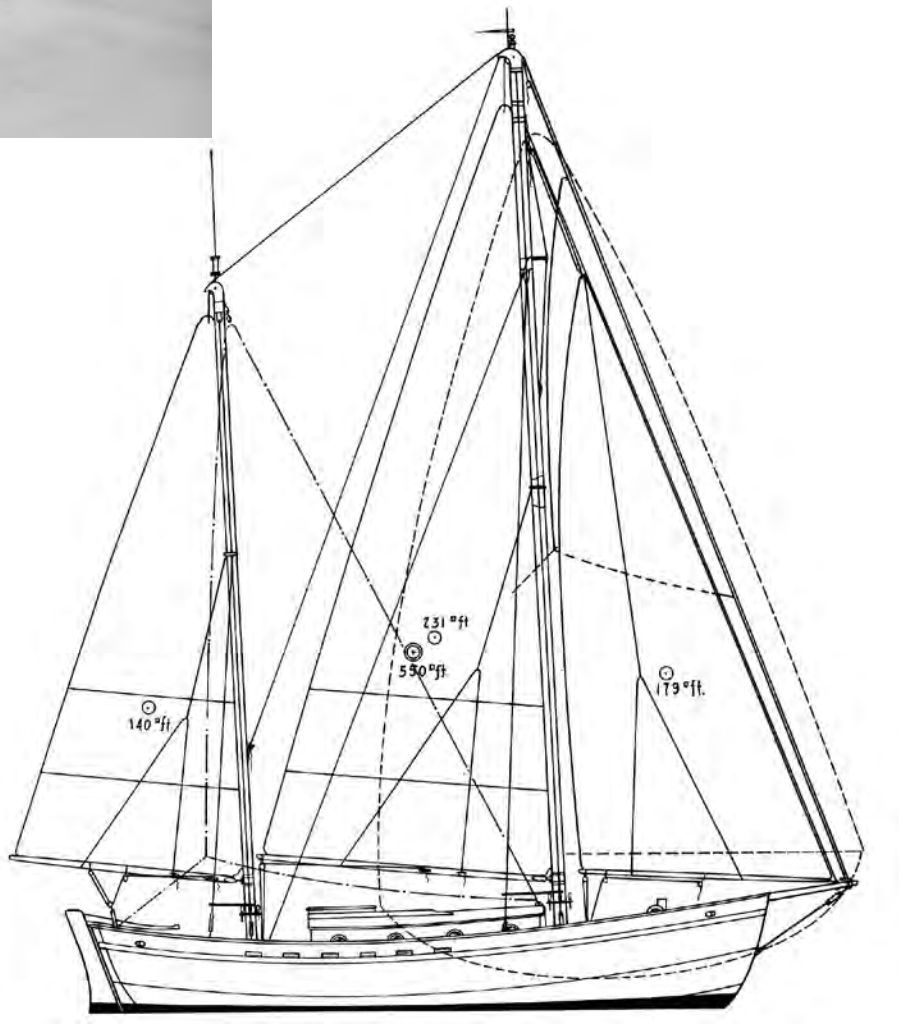
About 1975, quite some time after Jack's death, Dad began to "noodle" about these concerns, as was his wont. He came to the conclusion that Tahiti was simply under-rigged, and her slowness was not in any way due to her

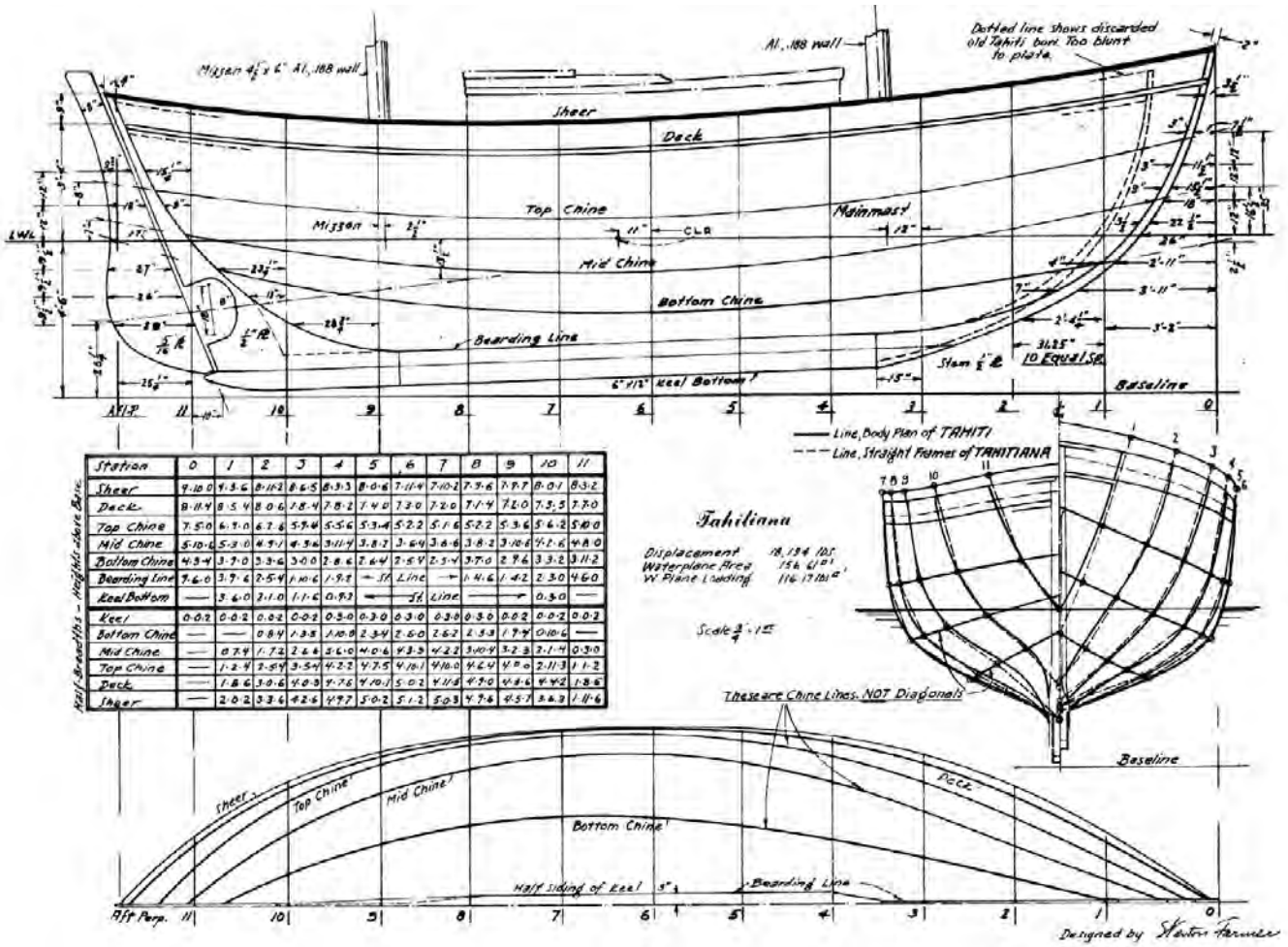
Tahitiana

E. Weston Farmer, N.A., at the drafting table, at left, and the Tahitiana's sail plan, below.

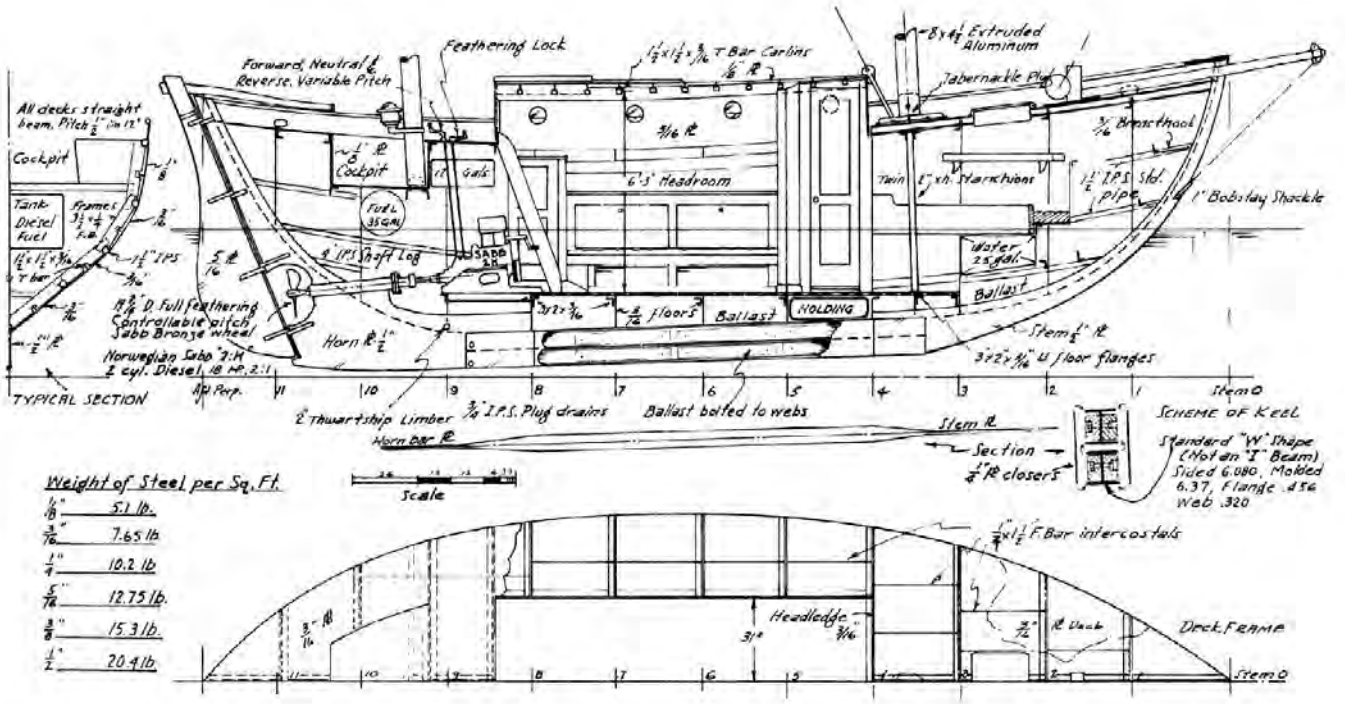
hull shape. Of the known 3,000-plus Tahitis registered in the world's nations, a small percentage had been provided with beefed-up rigs, measurably increasing her speed. Westy came to the conclusion that she was simply starved for sail area — Jack Hanna was not trying to design a racer, but rather a comfortable, conservative heavy-weather cruiser. Of her, Westy wrote, "Hanna's original design carried but 420 square feet in her rig, and but 50 square feet extra (for a total of 470 square feet) after I had asked him for more. This works out to be about 44 pounds of boat lugged by each square foot of sail; whereas *Svaap*, almost the same boat technically, carries sail [which is] asked to lug but 29 pounds per square foot of sail. Sail is horsepower, and Tahiti just didn't have enough."

This "noodling" also encompassed the knowledge that by 1975, amateur boatbuilding of a craft the size of Tahiti was actually less expensive in steel and took less skill. More amateur builders out there had welding skills



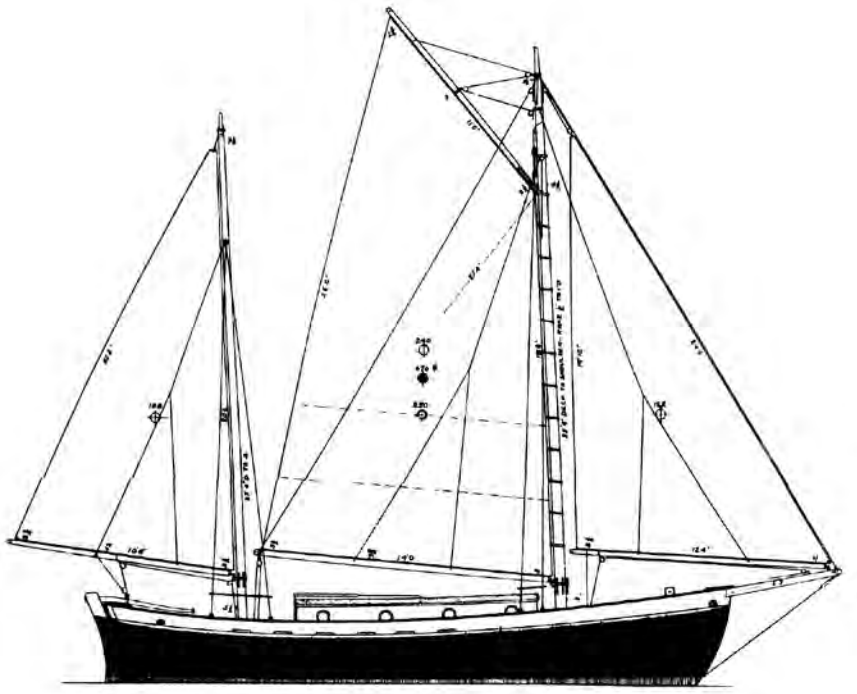


Station	0	1	2	3	4	5	6	7	8	9	10	11
Sheer	9-10.0	9-5.6	8-10.2	8-6.5	8-3.3	8-0.6	7-11.4	7-10.2	7-9.6	7-9.7	8-0.1	8-3.2
Deck	8-11.4	8-5.4	8-0.6	7-8.4	7-8.2	7-4.0	7-3.0	7-2.0	7-1.4	7-2.0	7-3.5	7-7.0
Top Chine	7-5.0	6-9.0	6-7.8	5-9.4	5-5.6	5-3.4	5-2.2	5-1.6	5-2.2	5-3.6	5-6.2	5-8.0
Mid Chine	5-10.6	5-3.0	4-9.1	4-5.6	3-11.4	3-8.2	3-6.4	3-6.6	3-8.2	3-10.6	4-1.6	4-4.0
Bottom Chine	4-3.4	3-7.0	3-3.6	3-0.0	2-8.6	2-6.4	2-5.4	2-5.4	2-7.0	2-9.6	3-3.2	3-11.2
Bearing Line	3-6.0	3-9.6	2-5.4	1-10.6	1-9.2	—	St. Line	—	1-4.6	1-4.2	2-3.0	4-6.0
Keel Bottom	—	3-6.0	3-1.0	1-1.6	0-9.2	—	St. Line	—	—	—	0-3.0	—
Keel	0-0.2	0-0.2	0-0.2	0-0.2	0-3.0	0-3.0	0-3.0	0-3.0	0-3.0	0-3.0	0-0.2	0-0.2
Bottom Chine	—	—	0-8.4	1-3.8	1-10.8	2-3.4	2-6.0	2-6.2	2-5.8	1-7.4	0-10.6	—
Mid Chine	—	0-7.4	1-7.2	2-6.6	3-6.0	4-0.6	4-3.8	4-2.2	3-10.4	3-2.8	2-1.4	0-3.0
Top Chine	—	1-2.4	2-5.4	3-5.4	4-2.2	4-7.5	4-10.1	4-10.0	4-6.4	4-0.0	2-11.3	1-1.2
Deck	—	1-8.6	3-0.6	4-0.8	4-9.6	4-10.1	5-0.2	4-11.8	4-9.0	4-4.6	4-4.2	1-8.6
Sheer	—	2-0.2	3-3.6	4-2.6	4-9.7	5-0.2	5-1.2	5-0.3	4-7.6	4-5.7	3-6.3	1-11.6



Tahitiana's profile, similar to that of *Tahiti* but somewhat enlarged, follows in steel the structure of the original, but with steel construction eight to ten times stronger than wood. Modern concessions include the holding tank and the 18-hp Sabb 2-H diesel with its full-feathering, controllable-pitch propeller for close-quarter maneuvering.

Line drawings for the Tahitiana by Weston Farmer, with his notes.



The Tahiti ketch by Jack Hanna above and at right below.

and safe for passagemaking. This is, in part, due to her lines, which were essentially true to the original. For years after Jack Hanna's death, his widow, Dorothy, sold his Tahiti designs by mail order. *Mechanix Illustrated* also had a designer come up with a design for a Tahiti II, which was two feet longer. These plans were offered in the magazine for many years.

These days only Tahitiana seems to go on and on. I still get orders for the boat plans from builders all over the world. Since the first hull was built and floated, I have received many letters from owners who have safely sailed in at least most of the oceans. One letter described a rather harrowing journey that included riding out a hurricane bare-poled for three days off Cape Hatteras. The owner praised Tahitiana's stability and seakindliness even under the most extreme conditions of wind and wave.

than had woodworking skills. A steel version of Tahiti, if properly designed, would be less expensive, go together in less time, be stronger than wood, and stand up under the rigors of sea water better over the long haul. For one thing, worms can't eat steel, he reasoned.

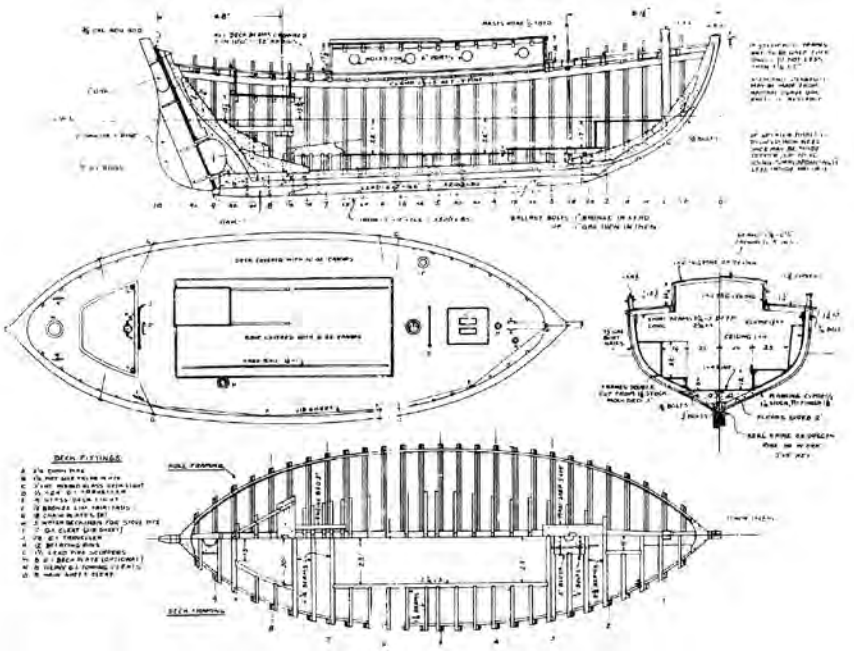
So Westy set about to design a steel version of the by-now-famous Hanna ketch. The lines for this new craft are shown superimposed on the lines of Tahiti in the top figure on the facing page. He achieved a very close approximation by the technique of giving her multiple chines; this type of construction is easier for the amateur builder to put together because the steel plates do not have to be pre-formed by large and expensive equipment. Rather, they can simply be clamped to the frames and welded in place. Westy added about a foot of length and gave her a more gentle entry at the stem in order to make it easier to bend the plates there properly. Note at the top right of the first illustration on Page 58 the notation, "dotted line shows discarded old Tahiti bow. Too blunt to plate."

More headroom

The profile and accommodations drawings at the bottom of the facing page demonstrate that the accommodations of Tahitiana are essentially the same as those of Hanna's Tahiti. However, Tahiti had less than 6 feet of headroom in the main cabin, and Westy figured this was inadequate, especially for long passages, so he gave her headroom of 6 feet 3 inches and an enlarged forepeak for stowing sails and ground tackle.

He also reasoned that owners might prefer a cutter rig to the ketch rig, so he gave her two sailplans, both of which appear on his drawings and both of which carry significantly more sail area than the original. As a result, she is a faster craft, and points better to windward.

Like her predecessor, Tahitiana has proven to be seaworthy, comfortable,



Wes Farmer is the son of the late E. Weston Farmer, N.A., the designer of Tahitiana. The latter passed away in 1981, but Wes still sells 23 of his father's designs created specifically for the amateur builder. A catalog of these designs can be obtained by sending $2 to Weston Farmer Associates, 18970 Azure Road, Wayzata, MN 55391.

Westsail the

Adagio, ***John Geisheker's Westsail 32 dances on Lake Superior's ice cold water before her move to Seattle's Lake Union. John and partner Michaelle Wetteland sewed her sails themselves using Sailrite kits and acres of tables in a company cafeteria.***

World

Chicago makes a fine backdrop for Russ Oldfather's* Elohssa Repus. *This name has a long story and is a "backward spelling," as his partner Judie McGlinchey explains tactfully.

Michaelle Wetteland

by John Vigor

From afar, in her element, the Westsail 32 is the stuff romantic dreams are made of. Her mast is tall, her bowsprit long. A wooden tiller sweeps gracefully over a pointed stern, and a deep gunwale forms a beautifully curved sheerline that runs unbroken from the bows to just aft of the cockpit.

But as you get closer you begin to realize that there's brawn behind this beauty. The Westsail 32 is a massive boat in many ways. At 20,000 pounds displacement, 7,000 pounds of it in her keel, she is probably the biggest 32-footer afloat. Her fittings are huge. Her decks are wide. Her topsides are high.

Compared with other boats of her vintage, going below on a Westsail 32 is like entering a cathedral. Her 11-foot beam and 27-foot waterline was enormous for a 32-footer in the early 1970s when she was born. Here, against all the odds, was a boat big enough to swing a cat in, a mini studio apartment floating on the water, and one that could help you escape to the places you'd read about, romantic-sounding destinations such as Bora-Bora, the Galápagos, even Cape Horn itself.

The fact that the Westsail 32 could also be purchased as a kit, completed to various stages, helped fuel a frenzy of escapism in America. In the mid-1970s, demand for this boat was so great that the factory couldn't supply ready buyers with one for 18 months. Between 1971, when it all began, and 1981, when the production run ended, about 1,100 Westsail 32s were launched. Almost all are still afloat, and almost all are increasing in value.

Bud Taplin, first general manager of the builders, Westsail Corporation, figures that the increase has been 3 to 5 percent every year for the past five years. Talk Westsail 32, and you're talking $50,000.

"Westsail boats are one of the few lines that are worth as much now — or more, at 15 to 20 years old — as they were new during the 1970s," he claims.

Bud is the man Westsail 32 owners turn to when they need help or advice. His Worldcruiser company offers a wide variety of services, including spare parts, instruction manuals, service manuals, and original plans.

The brawny Westsail 32 came along at just the right time to tap into a huge pent-up demand for a solid, seaworthy boat built of maintenance-free fiberglass, and her sterling qualities have kept her in constant demand ever since.

Basic design

The origins of the Westsail 32 are clearly Scandinavian. Bill Crealock, who had a hand in the design of the earliest models, believes the basic hull was a William Atkin design, greatly influenced by Colin Archer's larger Norwegian sea-rescue ketches of 70 years before.

Indeed, in his book *Of Yachts and Men* (Sheridan House, 1984), William Atkin features a gaff-rigged ketch called *Freya* which has the exact dimensions of the Westsail 32. *Freya* was, in fact, a 47-foot Colin Archer scaled down to 32 feet by Atkin, Art Hildebrand, and William Washburn Nutting, former managing editor of the magazine *Motor Boat*.

The Westsail 32 has a long, full keel with no pretense of a cutaway up forward. She's a double-ender with a lifeboat stern and an outboard rudder. She's beamy and high-sided and has a long bowsprit from which to set a lot of sail. She needs it. She's about the heaviest 32-footer afloat.

The hull is solid fiberglass, laid up by hand, while the deck and the long, low cabintop are made of plywood-cored fiberglass. The first 30 or so hulls were finished with a Crealock-designed flush deck and interior, but when Snyder Vick acquired the molds in 1971 he added a trunk cabin for extra light and headroom.

Almost half of the hulls produced were sold for home finishing in kit form. You'd think this would lead to a wild array of different interiors, but in fact choices were limited by the components provided, so most 32s ended up looking pretty much alike down below. The differences are mainly in the quality of the joinerwork and the quality of the fittings. Many amateur-built boats are as good as the factory-built boats, if not better, but some, naturally, fall short even of average. You can tell which boats were home-built by checking the hull identification plates. If the ID number contains the letters WSSK, the hull was sold to be finished as a kit; if it contains the letters WSSF, it was factory-finished. Incidentally, Westsail 32s were produced on both the East Coast and the West Coast.

Her keel is 5 feet deep for almost the full length of the boat, which adds up to a very large underwater area of resistance. The 7,000 pounds of ballast, originally a mixture of lead pigs and steel punchings, is contained within the hull. From 1975 onward, the ballast was a solid casting of lead.

The decks are spacious, making for easy movement fore and aft, even with bulky sailbags in tow. The cockpit is tiny and exposed, little more than a footwell with 9-inch coamings on two sides, but it does have a substantial bridgedeck to separate it from the main companionway. It's an extremely seaworthy cockpit, of course, but it offers about as much

Jeff and Julie Mack write of* Oo-La-La, *their Westsail 32, "She is a prime example of a W32 with a homebuilt interior finished to factory specs. She is finished inside in African ribbon mahogany. On the outside, she is nothing but fantastic."

Oo-La-La ***also has a rather unusual custom foam core and fiberglass hardtop. Of this, Jeff notes, "It is supported by aluminum tubing and is stiff enough to crawl around on."***

comfort and protection from the elements as does a bicycle in a hailstorm. If you approve of hair coats and self-flagellation, you'll like this cockpit. If not, you'll want to invest in a large dodger.

A choice of engines was offered, the three most popular being the Volvo Penta MD2, the Volvo MD3, and the Perkins 4-107. The MD2 is not a good match for this boat. It's just too weak in the knees. The MD3 has a little more muscle, but the Perkins is the workhorse that gets the job done when the chips are down.

Accommodations

In a boat with a cavernous interior like this one, you've pretty much got room for all the necessities of life, with a few luxuries thrown in. In comparison with other boats of its length, everything down below on the Westsail 32 is huge. If you want to become a liveaboard, and can afford only a 32-footer, this is the one to choose.

Just aft of the generous chain locker in the bow is a wide, very wide, V-berth. It's actually a giant double berth to port and a fat single to starboard, very suitable for a seagoing ménage à trois.

Aft of this sleeping cabin there's a bathroom to port with a hand basin and storage for linen, while to starboard there is a bureau. A hanging locker with bedding storage is outboard of the bureau.

A door in the main bulkhead leads through to the main saloon, where there are four additional berths: a double to port, formed by dropping the dinette table, and a transom berth with an outboard pilot berth to starboard. All very suitable for an additional ménage à quatre, of course, except that crossing an ocean cheek-by-jowl with seven people on a 32-footer, even one of this size, is apt to spawn the wrong kind of emotions, certainly not those of the cordial type.

Another hanging locker for wet oilskins is opposite the large galley, and a proper navigation den to starboard has a chart table big enough to bring tears of joy to any navigator's eyes.

After all this profligate use of space, there's precious little room left for a cockpit, and neither (luckily) is there a quarterberth.

The rig

The deckstepped mast and the 16-foot boom are made of aluminum painted with linear polyurethane. Most of the masts were made by LeFiell, while others were supplied by Sparcraft, Superspar, and Royal Marine.

She's a masthead cutter with a sail area of about 630 square feet, 300 of which is in the mainsail, 150 in the staysail, and 180 in the jib.

The original rig had one forestay and one jibstay. A single backstay ended on a small boomkin outboard of the rudder head. The mast had a single set of spreaders, with a topmast shroud and sets of forward lowers and after lowers on each side.

It's a strong and conservative rig, although not particularly closewinded because the shrouds, fastened to outboard chainplates at one of the beamiest parts of the hull, preclude narrow sheeting angles for the headsails. No matter, she needs the added drive anyhow.

The mainsail will normally have jiffy reefing with three reef points, and the large, fairly flat cabintop provides a roomy, stable working platform for the crew doing the reefing at the mast.

Performance

Ah yes, performance. Despite her racing successes, there are many people who give the Westsail 32 poor marks for performance. *Practical Sailor,* for example, claims "its performance is mediocre, even offshore" and adds: "It can be wet to sail and clumsy under power."

On the other hand, the Northern California PHRF rating list gives the Westsail 32 a rating of 216, which means her performance under sail is certainly nowhere near disgraceful. It gives her the same speed as Gary Mull's Ranger 23 and the Downeast 38 cutter. It makes her much faster than a Folkboat, at 234. Furthermore, Westsail 32s often surprise fellow competitors by doing very well in ocean races. One has even won the Pacific Cup outright on handicap, as noted under the heading "Owner's opinion."

The point here is that this hull does not reach its maximum speed quickly. She's not a fast-accelerating boat, responding quickly to every puff, so she will fare poorly on an Olympic course around the buoys. But her waterline length of 27 feet 6 inches gives her a theoretical top speed of more than 7 knots and, even if she normally reaches only 90 percent of that speed, she's going to be sailing faster than most other 32-footers with shorter waterlines. That's why she does well on long passages, where it's not maximum speed that counts, but sustained high average speeds.

As for her being clumsy under power, she's only as clumsy as the person at the helm. There are ways to maneuver a heavy-displacement boat like this in confined areas, but they require the skill that comes of good seamanship, practice, and familiarity with the capabilities of the boat and her engine. To describe her as clumsy is really to expose one's own limitations.

This, incidentally, is not a paean in praise of the Westsail 32's maneuverability. It's merely a plea for fair play. Compared with a fin-keeler, she takes more careful handling, just as a school bus does when compared with a family minivan. Nobody calls a school bus clumsy. Like the Westsail 32, it's just built to do a different job.

Known weaknesses

Watch out for:

- Low-powered engines. She needs a very hefty shove against high winds and seas.
- Leaky toerails.
- Rot in the bowsprit, Sampson post, boomkin, plywood deck, and cabintop core. Check the rudder cheeks for rot also, but it's not a structural weakness because the load is taken by a metal fitting underneath.
- Osmotic blistering. Some Westsails have blistered, but usually not badly.
- Check the swaged ends on the standing rigging for hairline cracks or corrosion.
- If it hasn't been done recently, recaulk all the deck hardware.

Owner's opinion

David King of Portland, Oregon, has owned two Westsail 32s in a period of 23 years. He is a professional delivery skipper who also works on boats. He has had his present boat, *Saraband,* for 11 years.

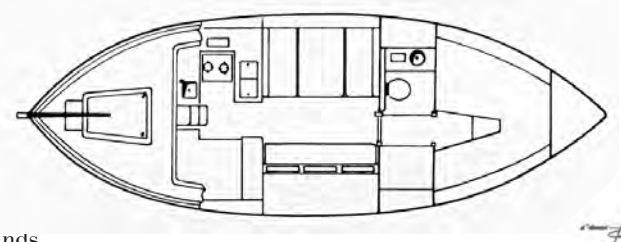
In 1988, in *Saraband,* he won the prestigious Pacific Cup race from San Francisco to Oahu, Hawaii. *Saraband,* a stock

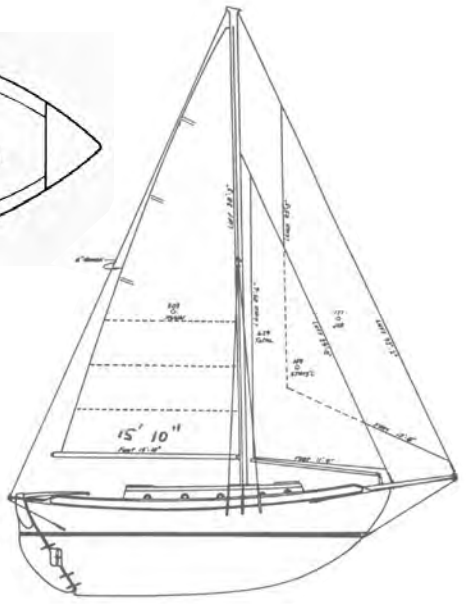
Russ Oldfather's* Elohssa Repus, *at top, and the Macks'* Oo-La-La, *at center, show comfortable all-wood interiors.* Elohssa Repus' *deck at bottom.

In short

Westsail 32

Designer: William Atkin/ W. I. B. Crealock
LOA: 32 feet 0 inches
LWL: 27 feet 6 inches
Beam: 11 feet 0 inches
Draft: 5 feet 0 inches
Displacement: 20,000 pounds
Sail area: 663 square feet
Ballast: Encapsulated, 7,000 pounds
Spars: Aluminum
Auxiliary: Diesel
Designed as: Roomy, rugged world cruiser





In comparison

- Safety-at-sea factor: 8 (Rated out of 10, with 10 being the safest.)
- Speed rating: Not as slow as some people think. PHRF rating 216.
- Ocean comfort level: Four adults in reasonable comfort.

Westsail 32, came first in class and won first place overall on handicap.

Naturally, there was an uproar, especially among the owners of larger racing boats commissioned at huge expense and carrying trained racing crews. There was not a single racer in *Saraband's* crew of five, although all were experienced cruisers.

In 1990 King decided it was his duty to show the racing world that the Westsail 32's success had not been a one-time fluke. He entered *Saraband* for the Pacific Cup again, and this time she was first in her class to finish and first in her class on handicap. She came third overall on handicap.

Three protests were handed in, and all three failed. One protest charged that *Saraband's* spinnaker was too large. When it was measured it was found to be a 168 percent spinnaker, rather than the 180 percent spinnaker the rules allowed.

What was the secret of *Saraband's* success?

"Most Westsails suffer from having to drag a big three-bladed propeller through the water," King said. "We have a Max-Prop automatic feathering propeller, and it makes a big difference. *Saraband* gets up to 7 knots pretty quickly."

She sustains her speed well, too. She has sailed more than 180 miles in 24 hours on three occasions, two while racing and one during a singlehanded passage. "I did 184 miles all by myself one day," he said.

Saraband experiences a little weather helm as she heels over, "but it's never excessive," he added. "She's always under control."

If the wind rises while his cutter's on a beat, the first action King takes is to reduce the size of the genoa jib. "I reef it down to the size of a working jib," he explained. "The next step, if the wind continues to rise, is to tuck a reef into the mainsail. Next in order is a second reef in the main, after which I'd drop the jib completely. Now, under double-reefed main and working staysail, she's good for 40-knots-plus."

Westsails are often criticized for not being able to beat.

"That's a huge exaggeration," King said. "It's just not so. She goes to windward at the speed of a 29-foot or 30-foot boat. OK, that's not so good because she's a 32-footer, but it's not terribly bad either because most 30-footers are half her displacement and don't have her comfort or seaworthiness."

King and his wife once sailed *Saraband* from Palmyra to Hawaii, a passage of about 1,000 miles, in "reinforced trades" and averaged 110 miles a day on a hard beat.

"Compared with other boats, she goes best on a close reach," he said. "In fact, it's very interesting that she goes from her comparative worst (the beat) to her comparative best (the close reach) in a matter of a few degrees."

King said he couldn't recall either of his boats having any structural problems. "Nothing stands out. I did know of one boat where the mast compression post tended to impale the cabintop, but Bud Taplin worked out a quick and easy solution by fastening bolts through the coaming to the main bulkhead."

Resources for Westsail sailors

Westsail Owners' Association
Eileen Oelschlager
5701 Forest Road
Cheverly, MD 20785
woax@erols.com
<http://www.erols.com/woax>
Webmaster is Rick Kennerly nh2f@abs.net
This group produces a nice bimonthly newsletter — *Windblown.*

Worldcruiser Yacht Company
Bud Taplin
898 W. 16th. St.
Newport Beach, CA 92663
714-549-9331
800-310-WORLD
Fax 949-631-0313
btaplin@westsail.com
<http://www.westsail.com/>
Bud was the first general manager with Westsail Corporation and now is a supplier of Westsail parts and gear.

Conclusion

This is a serious world cruiser, a rugged example of a traditional design that excelled in everyday conditions in Northern European waters in the days of sailing workboats.

She is roomy, exceptionally so for a 32-footer, and performs safely and adequately, sometimes brilliantly.

At $50,000 she is not the cheapest used 32-footer around (nor, by a long chalk, the most expensive) but she does offer good value for money and — significantly — seems to maintain that value indefinitely. There are times when boat values rise and fall *en bloc* — witness the sudden plunge of the early 1990s, for example — but the Westsail always appears to bounce back.

A few people, particularly singlehanders, might find this boat a little bulky sometimes, a lot of hard work for one person to handle and maintain, but most adventurers have no need to be intimidated by her size, which shrinks with familiarity.

There is no sign, even after nearly three decades, that the Westsail 32's strong appeal to would-be world cruisers will wane any time soon.

John Vigor is a professional journalist. The author of The Practical Mariner's Book of Knowledge, The Sailor's Assistant, *and* The Seaworthy Offshore Sailboat, *he has worked for major newspapers around the world and is a frequent contributor to leading sailing magazines. He has sailed for more than 40 years in boats 11 to 40 feet in length and logged some 15,000 miles of ocean voyaging. In 1987 he and his wife, June, and their 17-year-old-son sailed their 31-foot sloop from South Africa to the U.S. This series of boat reviews is based on articles from John's book:* Twenty Small Sailboats to Take You Anywhere, *which is available from The Good Old Bookshelf (see Page 63 for more information).*

An owner's view of the W32

by John Geisheker

I ONCE KNEW A LADY WHO COLLECTED DOLLS OBSESSIVELY AT age 80 because she failed to get one for Christmas at age 5. I bought my Westsail 32, *Adagio*, seven years ago solely because the "Westsail the World" brochure hung like a taunt on my office wall while college, children, grad school, and work sped by.

The W32 is the Humvee of any marina: old-fashioned lifeboat lines, high bulwarks, massively over-built, the look of indestructibility. With something like 200 ounces of glass in every square yard, it has one of the hardiest lay-up schedules in the fiberglass boat world, creating a hull that could withstand, it is said, decades of osmosis. (In one famous anecdote, a W32 took a week's pounding on a coral reef, only to be sailed off dry.) Unfortunately, the resulting 10 tons must be lugged around for the boat's life, a combination of armor plate and millstone.

This weight and a full keel create an ultra-heavy displacement-to-length ratio of 418 and give the W32 the feel underway of a mini tall-ship, rather than the sports car handiness of a more modern fin-keeler. Luckily, the motion is easy on the queasy. The hull is so rigid that even in a breeze there are no Hollywood Foley machine sounds of wracking bulkheads and torquing deck.

The reassuring motion offshore is purchased at a frightening cost in harbors, however. Maneuvering awkwardly in any confined space, she wields that long bowsprit like a weighted centerpunch. This is a boat meant to travel, rather than frolic in harbor or club race — or dock.

So naturally, on 15 minutes notice, I sail this ocean behemoth for an hour or two, quite content, on a freshwater lake in downtown Seattle barely one mile long. Thirty seconds clear of the slip, both furling headsails are drawing, and we ghost on fluky winds glancing off skyscrapers. I tack a lot.

Contrary to the rumor that W32s need a gale even to stir, mine sails best, all plain (and home-sewn) sail, in 14 knots of wind. She must be reefed at 18 knots of wind. Lots of fin-keel cruisers can stand up to their sail area better than that. This bottom-of-the-wind-scale performance is partly explained by the large sail area for her length. *Adagio* carries a 40-foot boat's sail area of 800 square feet on a 27.5-foot waterline, 500 square feet forward of the mast. (Owners who upgrade find that larger headsails and short-foot mains set to leeward balance the famously wearisome weather helm.) And the W32 has less ballast than you might guess: at 7,000 pounds, only 30 percent of total provisioned weight.

Below decks there is storage for everything except people, though the W32 is a popular liveaboard boat. Like a Victorian home, the stock boats designed for long-range voyaging had way too much "furniture" and even when alone, I find myself occasionally daydreaming of pushing everything back a foot on each side. Fortunately it's nice furniture, if dated; barely a hint of fiberglass and much 2-inch Burmese teak (now unaffordable by mortals). The many lockers — I was still finding more in my second season — when filled, do keep the below-decks quiet in a marina.

I have sailed her alone in winds above 50 knots, worrying only about captain mishaps, not structural failure, and logged a few 150-mile days (also alone), a tolerable mid-pack average of 6 knots. The foamy wake is a sure sign there is no rocketship potential here. And I've found that with a bluff entry, full midsections, and slack bilges aft, W32s "porpoise" atrociously in a steep chop and must tack through head seas when motoring.

But at $45 grand or so — like hamburger, $2.25 per pound — and for all their faults and lack of modernity, W32s are still a lot of cruising boat. Much sought after and easily re-sold, the 800-plus hulls are unlikely to disappear anytime soon and will continue to be a familiar sight in marinas all over the planet.

After stints in the U.S. merchant marine and careers as an English teacher and maritime lawyer, New Zealand native John Geisheker now directs Sailboats Inc. Sailing School, in Superior, Wis. When he is not teaching on the Great Lakes, delivering boats, or visiting his native land, he lives on his Westsail 32 on Lake Union in downtown Seattle and sails Puget Sound. He has sailed the Great Lakes since 1967 and has taught sailing and cruising, as the expression goes, "man and boy these 30 years." Adagio, *his WS32, is shown on Page 4.*