GOOD OLD BOAT™

presents

Boat Reviews

28 - 30 footers

The ubiquitous 28- to 30-footers

We've wandered a bit, but the average length of boats covered in our magazine has always been remained right around 28 to 30 feet.

All articles were published in *Good Old Boat* magazine between May 1999 and November 2012.

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Boat Reviews

Thank you for purchasing the 28- to 30-foot edition of *Review Boats*.

Starting alphabetically with the Alberg 30 and ending with the Willard Horizon 30 motorsailer, there's something here for everyone! There's a Bristol, a Catalina, and an Islander. We have an Aloha, an O'Day, and a couple of Pearsons.

When we started *Good Old Boat* magazine in 1998, a 30-foot Cape Dory was on the cover. Over the years we've wandered a bit, reviewing much smaller boats and much larger boats, but the average length of boats covered in our magazine has always been remained right around 28 to 30 feet. We've had complaints from the big boat sailors when we've run a small boat review. And we've had complaints from the small boat sailors when we've run a big boat review. But no one has ever complained about reviews of the boats in this collection, the ubiquitous 28- to 30-footers. There's probably a reason for that.

Everyone, it seems, has had one in the family . . . or will have one. Everyone knows many sailors with a 28- to 30-footer. Although today's manufacturers rarely build in this size range, preferring to make the bigger bucks that come with the sale of 40- and 50-footers, yesterday's wonderful 28- to 30-foot sailboats remain in marinas everywhere. They last seemingly forever selling and re-selling being refitted, upgraded, maintained, sailed, and cherished. They're still fairly inexpensive. They usually can offer accommodations for more than a weekend. They generally have standing headroom. They'll mostly take you there and bring you back safely. Some race. Some cruise. Most become part of a family as the primary ingredient in an inexpensive and pleasant family vacation. Memories are made of this.

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 30:

Rugged *and* classy

by John Vigor

"Not many 30-footers, old or new, seem as basically seaworthy and rugged as the Alberg 30." That assessment comes from *Practical Sailor*, a publication which does not hand out compliments lightly.

The Alberg 30 is, in fact, a legend in its own time. There is a devoted following of fans and active class associations that foster keen interest and participation in this classy-looking sloop.

That ruggedness has encouraged many owners to make long ocean passages. Several Alberg 30s have even circumnavigated the world. "Prospective buyers should feel a warm confidence in her structural soundness," the magazine added. One of the best-known circumnavigators is *Jean du Sud*, sailed by Yves Gelinas, who made an award-winning film of the trip.

The Alberg 30 story began in 1962, when a group of Folkboat owners at Toronto's National Yacht Club went in search of a bigger boat. When they couldn't find one that suited their taste, they asked Kurt Hansen of Whitby Boat Works to commission a design and build it for them.

Hansen went to Carl Alberg, a Swedish-born American, then one of the country's best-known yacht designers. Hansen asked Alberg for a boat with a full-length keel, standing headroom, a decent galley, and a workable cockpit. It had to sleep four and be made of the new material, fiberglass.

The seaworthy Scandinavian influence was evident in the beautiful sloop Alberg produced. She was like an enlarged Folkboat, with the same low freeboard and narrow beam, but with a counter stern. By coincidence, a group of sailors in Washington, D.C., was also ready to change from wood to fiberglass. They inspected the Alberg 30 at Whitby Boat Works, and left firm orders for 15. Another 12 were ordered for a group of sailors in Annapolis, Md., and so began one of the longest production runs ever. It lasted 25 years and produced more than 700 boats.

Today, the biggest concentrations of Alberg 30s are found in Chesapeake Bay (about 250) and Toronto (about 100), but the rest are scattered far and wide, and you could run into one almost anywhere.

Basic design

When Alberg designed this 30-footer he was 63 years old and still clearly influenced by wooden designs. By today's standards her freeboard is low and her interior space cramped. Modern boats of the same length or displacement are bigger inside, brighter, and more airy. But much of this apparent "improvement" comes at the cost of seaworthiness. Excess beam is detrimental in rough water, and high topsides create wind resistance. The Alberg 30 has neither: she remains the essence of the old-fashioned, seaworthy cruiser whose emphasis is on seakindliness and safety rather than speed and extravagant accommodations bought at the cost of ultimate stability.

Her long keel, cut away at the forefoot, is ideal for heaving to or lying ahull in heavy weather, and if (as can happen to any boat, but more readily to a beamy one) she is turned upside down by a plunging breaker, her narrow beam will help

Rolph Townshend and Joan Hamilton's* Skybird, *hull #550, shows her classic Alberg lines in the photos at left, while Alan Kefauver's* Andante, *hull #152, shows the lovely lines of Alberg's full keel, at right. All are members of the Chesapeake Bay Alberg 30 One-Design Association, one of the most active sailing associations in the country. See photo of a typical group rendezvous on Page 6.

her get back on her feet quickly. This is a forgiving hull that will look after a singlehanded passagemaker.

The ballast keel is cast iron, encapsulated in the fiberglass hull. Alberg wanted her to have a lead keel, and very early models proved to be too tender with cast iron, so more ballast was added to later models.

When she was first produced, the Alberg 30 was thought to be a reasonably fast boat. The design brief, after all, called for a cruiser that could be raced under the Cruising Club of America (CCA) measurement rule. Today, however, her average Performance Handicap Racing Fleet (PHRF) rating of 220 shows she is somewhat slower than her less seaworthy modern cousins, at least until the going gets tough. Luckily, all-out speed is not crucial in a boat that is raced as a one-design or cruised short-handed.

Her rudder is hung from the end of the keel and is controlled by a tiller or, on some boats, a wheel. On a boat of this size, a wheel is not a necessity, however, and adds to expense and maintenance costs.

Accommodations

Up forward, in the "V" of the bow just aft of the chain locker, are two berths that will accept adults with reasonable comfort. Two more adults can sleep in rather more comfort on the transom berths in the main cabin. You'll note that there are no staterooms with cuddly double berths on this sloop, which, like most boats of its era, was designed primarily with safe sailing in mind.

Between the two sleeping areas is the head — what the plans call a "toilet room." It's little wider than a toilet, but it does contain lockers and shelves for linen and clothes.

The galley is aft, where the cook can get some fresh air, and where drafts from the companionway can more easily blow out the flames of the cooker; but this particular galley is split into two areas, one on each side of the protruding companionway steps and the removable engine box.

There is no designated navigation station, and the large area where quarterberths were wisely not provided is given over to stowage, accessible from hinged cockpit-seat tops. That way, the sail wardrobe is more likely to be at hand in the cockpit where it's needed than scattered, damp and bedraggled, all over the V-berth.

The engine installation is conventional, with access available at the forward end by removing the companionway steps. The original engines were gasoline-driven: the Graymarine 22 hp, and then the Atomic Four. Later models were fitted with diesels, starting with the Bukh 10-hp single, which proved to be a little short of power, and then upgrading to more powerful Volvos — the Penta MD7A and, in the very last boats made, the Volvo 2002.

The rig

Her aluminum-sparred rig harks back to the days when, perhaps rightly for a cruising boat, it was thought better to have a large, low-aspect mainsail and a small foretriangle. The theory was that a large mainsail, being attached along two edges, was easier to control than a large foresail, attached along only one edge and needing large winches to sheet it in.

Her mast, surprisingly for an ocean-capable boat, is stepped on deck, and its heavy downward thrust is conveyed to the hull by a large laminated beam running athwartships — a potential trouble spot. Alberg obviously designed it that way to avoid having the under-deck portion of the mast interfere with the already-cramped accommodations, but in hindsight it might have been better to change the accommodations to fit around a keel-stepped mast because deck-stepped masts almost always bring trouble in their wake.

Production-line changes

Around 1970, from hull #410 onward, changes were made to the Alberg 30. The hull-to-deck joint was improved, a seahood was added to waterproof the companionway slide in heavy weather, and — most dramatic of all — a fiberglass molded interior was fitted which cut headroom by an inch or two.

Known weaknesses

If you're buying an Alberg 30, pay particular attention to:

- The thwartships beam that supports the deck-stepped mast. Check it for signs of delamination.
- The rudder fittings. On older boats, the heel fitting may have worn, resulting in too much play, and may need to be re-bushed.

- The rudder itself. On some of the first boats made, the rudders were not strong enough to withstand the forces imposed on them, and internal reinforcing parted from the fiberglass. Check for sloppiness by holding the rudder firmly while turning the wheel or tiller.
- The tiller head fitting. Check for cracks and undue wear.
- The forward lower shroud chainplates. Some, originally inadequately anchored, have been enlarged and reglassed. Check for signs of stress or movement.
- The gas tank. Original tanks were galvanized steel. Check for rusting.
- Wooden spreaders. Check for rot or splitting and replace if necessary.
- Mainsail roller furling. Replace it with jiffy reefing.

Owner's opinion

Staley McDermet, of Salem, Mass., owned a 1968 Alberg 30 called *Carapace* for 10 years, using her for coastal cruising with his wife.

"She was a very strong boat," he says. "I installed a fireplace and had to cut a hole through the deck for the flue. The piece I cut out was solid, about half an inch thick."

The hull was solid GRP. "The only trouble with the hull was a small area above the waterline at the port quarter, very minute blistering. The only reason for it that I can think of was that where we moored it was rough, and the wind would blow against the tide a lot and the long overhang of the counter would stay wet. It was so minor it was hardly worth bothering about, and there was no sign of serious osmosis."

Michael and Trish Lehman's* Gilleleje, *hull #505, enjoys a brisk sail on the Chesapeake. A Chesapeake Bay rendezvous below.

McDermet is 6 feet tall, but was able to sleep comfortably in the forward V-berths. "The other two bunks in the main cabin were longer and even more comfortable," he says.

He found *Carapace* easy to handle under sail. "She was tender to about 18 or 20 degrees of heel, then she suddenly stiffened up. It really had to be blowing hard to put the rail under."

Under full mainsail and 150-percent genoa, his first action when the wind rose was to reef the mainsail. This happened at about 20 knots.

He had a 100-percent jib, but used it only about half a dozen times in 10 years. All his foresails had hanks. There was no roller furling.

Not closewinded

Carapace did not point terribly well. "Racing boats always seemed to point a few degrees higher than we did. Her best point of sailing was a close reach or a beam reach," he recalls.

In heavy weather, when more modern boats were bouncing around badly, she would slice through the waves in relative comfort.

"I regarded her as very seaworthy. I was scared on occasion, but she never let us down."

He never felt the cockpit was too big for heavy weather. "We got pooped once — got dumped on during an overnight sail. I heard the wave coming up behind me, but I wasn't fast enough. It came over the stern and filled the cockpit about a

third full. There was no problem, though. The water drained away rapidly through the two drains aft of the bridgedeck."

Carapace was converted to wheel steering, and he never noticed any excessive weather helm or tendency to get out of control. "She was well-mannered even in the heaviest weather, easy to control."

Her engine was the original Graymarine 22 hp, driving a two-bladed propeller. "It was plenty powerful enough — gave us full hull speed and was reliable. It was pretty accessible for maintenance, too. The companionway steps were removable and exposed the front end. I even replaced an oil seal once. There was a very handy access point through a port in the cockpit floor, as well, about 10 inches in diameter," he says.

Good headroom

Headroom in the cabin was more than 6 feet. "But this was a 1968 model, and I believe in 1970 they installed a liner in the cabin that reduced headroom by about 2 inches," he notes.

In the decade that he had *Carapace*, Staley experienced no problems with her mast or rigging and no problems with her solid bronze through-hull fittings.

He did, however, find that the rudder stock had worn excessively at the foot and rattled around in the heel fitting. "It wore down to about half its original thickness," he says, "so I took it off and had it repaired."

He also had to repair the beam carrying the thrust from the deck-stepped mast after he discovered it had cracked and separated into its individual wooden laminations.

When he put the 26-year-old *Carapace* on the market in 1994 her original gelcoat still looked good. "The biggest problem in selling her was the narrow beam — there's not so much room down below as people have come to expect on modern boats. But we always sailed her with just two people — my wife and myself — and there was plenty of room for us."

He eventually sold her for $15,500, taking into account that the new owner would have to spend between $500 and $1,000 on an engine overhaul.

It is apparent that Alberg 30s command higher prices in areas where owners' associations are active. The original boats sold for about $10,000 brand-new, and the last ones, produced 25 years later, sold for about $34,000.

Conclusion

If you're more concerned about ultimate stability and general seaworthiness than about large areas of accommodation, the Alberg 30 makes a fine oceangoing cruiser. She'll carry two in comfort, and she's easy to singlehand with a vane self-steering gear. While she's no light-displacement speedster, there's no reason why she shouldn't make good daily runs during an ocean passage.

It would make sense to buy one of the older boats — hull numbers less than 410 — that were finished below with wood joiner work. The rather sterile interior fiberglass mold introduced later not only cuts down on headroom but may hamper the quick access you need to the inside of the hull if you strike a rock or spring a leak.

Use the money you save on the older model to improve the galley and improvise a chart table, hinged or folding if necessary.

Be prepared to have the engine overhauled or replaced, and check for the known weaknesses listed above. With reasonable maintenance, she should be good for another 25 years at least.

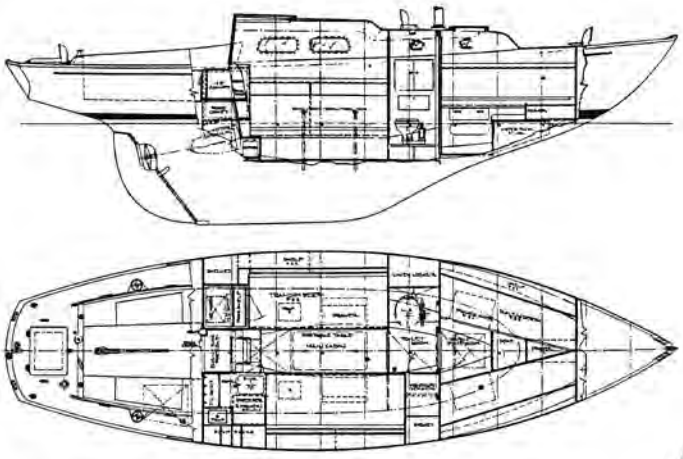
Retired schoolteachers, Armand and Mary Stephens, poured a lot of love and elbow grease into the refit of their Alberg 30,* Quest, *hull #115. After 10 months of hard work,* Quest *is better than new. She took four awards, including top honors for Prettiest Boat, at the Plastic Classics event in San Francisco this summer.

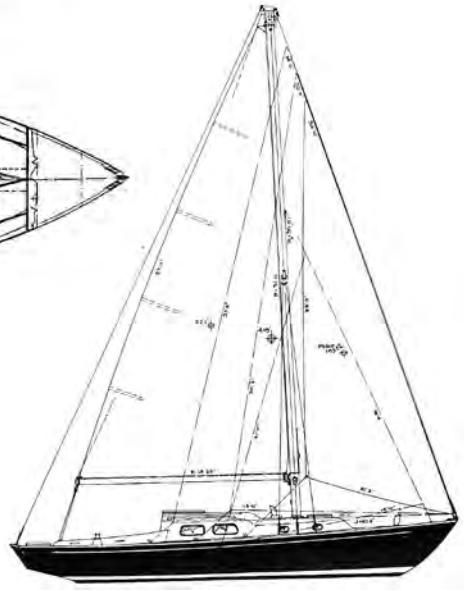
John Vigor is a professional journalist. The author of The Practical Mariner's Book of Knowledge, The Boatowner's Handbook, *and* The Seaworthy Offshore Sailboat, *he has worked for major newspapers around the world and is a frequent contributor to leading sailing magazines. He has sailed for more than 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 60 for more information).*

In short

Alberg 30

Designer: Carl Alberg (1962)
LOA: 30 feet 3 inches
LWL: 21 feet 8 inches
Beam: 8 feet 9 inches
Draft: 4 feet 3 inches
Displacement: 9,000 pounds
Sail area: 410 square feet
Ballast: Encapsulated cast iron
Spars: Aluminum
Auxiliary: Conventional gasoline or diesel
Designed as: Coastal cruiser/racer with berths for four adults.





In comparison

- **Safety-at-sea factor:** 8 (Rated out of 10 with 10 being the safest.)
- **Speed rating:** Not fast, but no sluggard, either.
- **Ocean comfort level:** One or two adults in comfort; two adults and two kids in less comfort; four adults in relative discomfort.

Resources for Alberg sailors

Alberg Class Association
Ken Stephenson
KILTARLITY@headwaters.com
Members own and sail Alberg 29s, 30s, and 37s

Alberg 30 Association/ Great Lakes
Rick Kent
170 Grenadier Road
Toronto, Ontario, Canada M6R 1R4

Alberg 30 Class Association (Chesapeake Bay)
George Dinwiddie
226 Beachwood Road
Pasadena, MD 21122
76524.214@compuserve.com
<http://www.Alberg30.org/>
Prints a monthly newsletter, the *Mainsheet*. Holds annual winter seminars in February and sailing events from April to November on the Chesapeake Bay. Published a maintenance manual for the Alberg 30. Has members from California to British Columbia, Texas to Maine, both sides of the Great Lakes and a few in the interior of the U.S.

Alberg 30 Page (West Coast)
Rick Leach
P.O. Box 1018
Pacific Grove, CA 93950
rleach@mbayaq.org
<http://www.angelfire.com/ca/Alberg30/>

Alberg 30 Website
Chris Sousa
94 Ash St.
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<http://www.net1plus.com/users/jsss>

Alberg 35 Home Page
Tom Alley
38 Woodland Dr.
Big Flats, NY 14814
alley@exotrope.net
<http://www.pce.net/alley/Alberg35.html>
A site relocation is pending. Update will be on the *Good Old Boat* association page <http://www.goodoldboat.com>.

Alberg 37 International Owners' Association
Tom and Kaye Assenmacher
Box 32
Kinsale, VA 22488
804-472-3853
a37ioa@sylvaninfo.net
<http://www.alberg37.org>
Alternative email address is Todd Clift, heron@alberg37.org or tclift@shore.net

Alberg 37 Websites
<http://webhome.idirect.com/~mpalme/index.html>
<http://www.netlabs.net/hp/soarrich/a37.htm>

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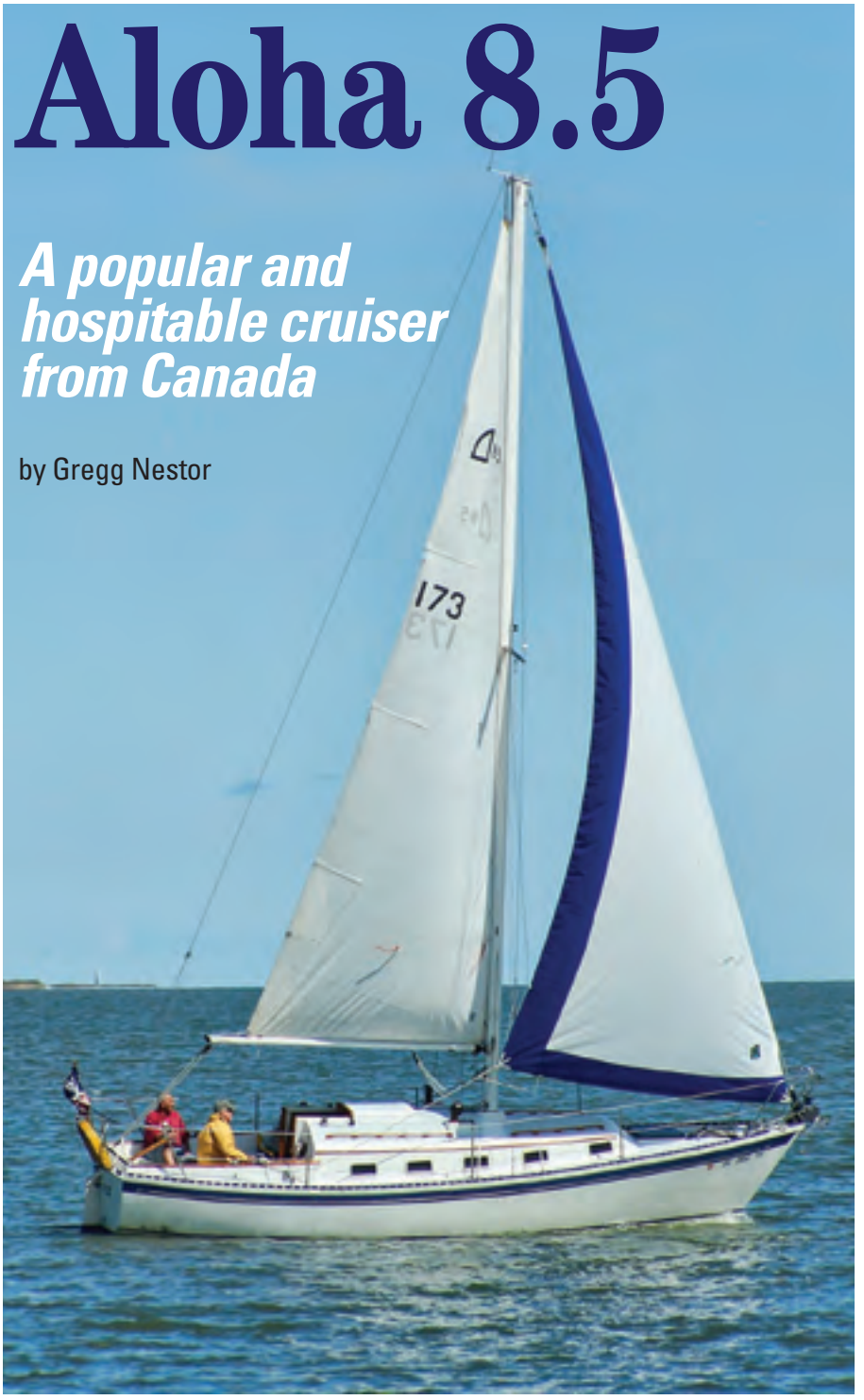
Aloha 8.5

A popular and hospitable cruiser from Canada

by Gregg Nestor



Even though it's a nearly 40-year-old design, the Aloha 8.5 is still an eye-catcher with its pleasing proportions, attractive sheer, and just enough trim to avoid a bland appearance. Here, Bob Gloman's *Tal Vez* shows off her light-air ability.

In the late 1960s, a Chinese immigrant by the name of Ti Ouyang founded Ouyang Boat Works in Whitby, Ontario. His first offering, the Matilda 20, was an overwhelming success. The company flourished and additional Matilda models soon followed.

Mao Kang, one of Ti's three sons, joined his father in the early 1970s and provided the fledgling company with much-needed management direction as well as the name for the company's new line of cruising boats: Aloha. (While in college, Mao Kang dated a girl from Hawaii . . .)

Several naval architects, including Robert Perry and Mark Ellis, contributed designs to the company's new line, and the design for Aloha 8.5 was a collaboration between Ted Brewer and Robert Wallstrom.

Although the Aloha boats were very popular, the under-financed Ouyang Boat Works ran out of money. Ti and Mao turned to a family friend and dealer, Canadian Yacht Charters, for a much-needed cash infusion, but the partnership was rocky from the start. In 1986, Ti sold the company for $100,000 and retired.

Aloha Yachts continued production for the balance of the 1980s and, all in all, built approximately 700 Alohas. Like so many of its contemporaries, the company had closed its doors by 1990.

Design

In their design for the Aloha 8.5, Ted Brewer and Bob Wallstrom created a cruising sailboat of a more "yachty" style than many boats of a similar size being offered at the time. The classic lines of the Aloha 8.5 show a sheer with a strong spring to it, a straight stem with a pronounced chin, and an upright transom. The beam is quite full and, carried well to the waterline, results in fairly firm bilges that contribute some stability and enhance cruising comfort.

Below the water, the Aloha 8.5 has a shallow swept-back fin keel that gives the boat gunkholing possibilities. The transom-hung rudder, which is also supported by a skeg, is at the end of a longish waterline, reflected in the moderately low displacement/LWL ratio of 205. While the skeg is unusual with a transom-hung rudder, it's a sensible, arrangement. It protects the leading edge of the rudder from damage in the event of a grounding and improves tracking when under way. Another benefit of a transom-hung rudder is that it's comparatively easier to jury rig than a rudder with a through-the-hull stock in the event it does suffer damage.

The cabintop is cambered and a slight step at the mast lowers the cabin height forward, preventing that

At nearly 7 feet long, the cockpit in the Aloha 8.5 has lots of room for boat handling and relaxing, at left. The tiller passes through the transom, at right, allowing the mainsheet to be attached to a traveler running across the top of the cockpit coaming. The forward hatch is on the foredeck, below, leaving the cabintop clear of obstructions forward of the mast.

"boxy look" when viewed in profile. The wide cove stripe accentuates the boat's sheer and the cabin's teak eyebrow trim visually reduces the cabin's height.

Deck features

The foredeck of the Aloha 8.5 is relatively spacious for a 28-footer. A cast-aluminum stemhead fitting incorporates a single anchor roller, and two chocks lead docklines to a pair of 8-inch open-throat cleats. A deck pipe is fitted in the lid of the anchor locker.

The forward hatch is located on the foredeck and not on the cabintop, which has a tidy look to it thanks to a minimum of fittings: two sets of teak handrails along its outboard edges, port and starboard Dorade vents with bronze cowls, and a sea hood. Ten opening port-lights, five per side, provide plenty of light and cross-ventilation in the cabin.

Good-quality non-skid is molded into all horizontal deck and cabin surfaces. Its non-reflective gray-blue color is easy on the eyes and gives the deck its two-tone appearance. Brightwork is limited to the cabintop handrails, companionway trim and hatch boards, cockpit coaming tops, and the eyebrow trim. Other deck features include bow and stern rails, dual lifelines, the slotted toerail, and a pair of 8-inch stern cleats.

The cockpit is moderate in size, with seats measuring 80 inches long. Its coamings are carried well aft and the footwell is properly sized for good bracing. Any water that gets into the cockpit drains through a pair of 1½-inch scuppers, and a proper bridge deck helps keep it out of the cabin. Two seat lockers provide stowage as well as access to many of the boat's systems. The aft end of the engine, the stuffing box, the aluminum fuel tank, and the batteries can be reached from the port locker. The starboard locker is primarily for stowage but also houses the polyethylene water tank.

While wheel steering was an option, most Aloha 8.5s came with the standard tiller steering. Rather than extending over the transom, the relatively short tiller enters the cockpit through a slot in the transom and angles slightly upward. This arrangement does not allow the tiller to be swung out of the way and somewhat complicates the removal of the rudder from the boat.

Construction

The hull is solid hand-laid fiberglass and was molded in two halves — port and starboard. The halves were bolted together and the centerline was sealed and glassed over. Once the hull was complete, lead ballast was lowered into the keel cavity and encapsulated.

The deck is a sandwich comprised of fiberglass skins on either side of a core of end-grain balsa. Stress points are reinforced with plywood. The hull-to-deck joint is chemically bonded and through-bolted to incorporate a black-anodized aluminum toerail. All deck hardware is through-bolted to proper backing plates.

The 8.5's mast, chainplates, and backstay are all electrically grounded for lightning protection. The chainplates are located outboard and bolted to solid mahogany knees glassed to the hull.

Ouyang Boat Works milled all its lumber at the factory, and the wood-working crew carefully matched the teak used in each boat for uniformity.

To form some interior components, as well as to add some structural support, a partial fiberglass pan was bonded inside the hull.

Belowdecks

The V-berth with insert measures 6 feet 2 inches long and is of reasonable size, particularly at its head end. The forward cabin has plenty of stowage with lockers outboard port and starboard, a forward locker, and bin stowage beneath the berth. Other amenities include a pair of opening portlights, the forward hatch, and a pair of reading lamps.

Aft of the forward cabin and to port is the head compartment, which is a molded fiberglass unit heavily accented and trimmed with teak. It contains a toilet and a single stainless-steel sink with a cold-water hand pump but no shower. The holding tank is situated beneath the V-berth. For illumination and ventilation there's a single opening portlight. The door provides double-duty privacy — for the head or for the V-berth.

Across from the head are three stowage bins and a hanging locker. The hanging locker lacks a door because an opening portlight is located inside.

The saloon is traditional in layout with facing settee berths measuring 6 feet 3 inches in length. The port settee converts to a pullout double, bringing the total number of berths to five. The starboard settee is shorter than the port settee but a foot cubby located aft beneath the galley counter extends its sleeping length.

Two lockers are separated by an open shelf above each settee back. Like those in the forward cabin, each has a louvered teak door and the shelf is fiddled. The bulkhead-mounted table is to port and, when lowered, exposes a shallow spirits cabinet. Additional stowage is beneath the settees and behind the seatbacks. The lockers beneath the settees have drawer openings in the front and can be accessed from the top as well.

In addition to the companionway, six opening portlights and two Dorade vents provide the main cabin with light and airflow. For safety, a pair of teak handrails is mounted overhead.

The athwartships galley is basic but functional. To starboard is an alcohol cooktop, a single stainless-steel sink with foot pump, bins for dishes, and bins and lockers for provisions. The rather large icebox is on the port side, along with additional stowage cubbies. The icebox drains to the galley sink via a hand pump. Since the galley spans the width of the boat, the wood-grain-pattern plastic countertop also functions as one of the four companionway steps.

The electrical panel is located beneath the companionway opening. Access to the bilge is at the foot of the companionway ladder. The forward portion of the engine can be reached by removing the companionway ladder and a panel behind it.

The teak-and-holly sole, oiled-teak interior, and the attractively patterned vinyl headliner with teak battens make for a very positive overall impression. With 6 feet of headroom, a folding table, and the six opening portlights, the main cabin is bright and roomy.

The rig

The Aloha 8.5 is rigged as a masthead sloop, with a bridge clearance of 44 feet. The mast and boom are painted white with linear polyurethane. The mast is stepped on deck and fitted with a single set of airfoil spreaders. A pair of cap shrouds, dual lower

The cushions on the saloon settees are nicely rolled and pleated, at left, and the starboard settee extends beneath the galley to provide additional foot room. The table folds down from the bulkhead. The V-berth, at right, measures 6 feet 2 inches and is supported by the partial fiberglass interior liner. The galley, above, utilizes the space under the cockpit bridge deck, which also shelters the electrical panel.



Removing the companionway ladder and galley panel provides reasonable access to the front of the engine, at left. Access to the sides is gained through removable panels in the seat lockers. The head, center, is attractively finished with teak-veneered plywood bulkheads and cabinet trim. Opposite the head, at right, is a short hanging locker, with an opening port above it and stowage bins beside and beneath it.

shrouds, a headstay, and a split backstay support it.

The halyards, outhaul, and jiffy-reefing lines are internal. All lines are led aft to line stoppers and a pair of Barient single-speed winches mounted on the cabintop. The mainsheet is attached to the end of the boom and leads aft to a traveler mounted at the transom. Headsail sheets are led through snatch blocks shackled to the slotted toerail and run aft to a pair of Barlow #19 single-speed primaries.

The 8.5 originally came with a mainsail, a 150 percent genoa, and a working jib.

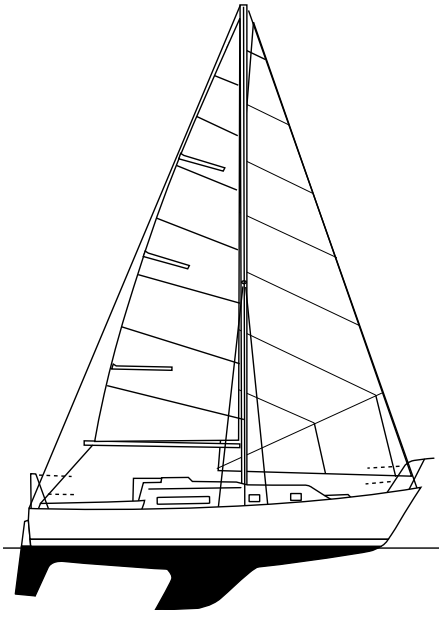
Under way

Our test boat, *Tal Vez*, owned by Bob Gloman, is a 1980 model, sail number 173. Although we had little wind on the day we tried her out, she seemed to be well balanced, very stable, and easy for two people to sail.

Reports from owners indicate that the Aloha 8.5 is dry under sail and, when set up right, it will almost sail itself.

The PHRF rating is 189 seconds per mile. This compares favorably with the Cape Dory 28 at 228 and a Pearson 28 at 192.

Two auxiliary power options were offered, depending on the year of production: an 11-hp Universal diesel or a 13-hp Westerbeke diesel. A standard 12-gallon aluminum fuel tank was also offered. Earlier engines were raw-water-cooled, but later ones incorporated a heat exchanger and were freshwater cooled. Access to the engine is average, and is obtained through removable side panels inside the cockpit lockers as well as the usual panel behind the companionway ladder.



Aloha 8.5

Designer: Ted Brewer & Robert Wallstrom
LOA: 28 feet 0 inches
LWL: 24 feet 6 inches
Beam: 9 feet 5 inches
Draft: 4 feet 4 inches
Displacement: 6,750 pounds
Ballast: 2,750 pounds
Sail area: 394 square feet
Disp./LWL ratio: 205
Sail area/disp. ratio: 17.7
Fuel: 12 gallons
Water: 30 gallons
Holding tank: 24 gallons

Things to check

As you would with any boat of this vintage, sound out the deck, especially around deck fittings and the mast step. Delamination of balsa-cored decks is a common problem and, if extensive, can be a deal breaker. The fiberglass interiors of many of the lockers may be quite rough and have the potential to snag items such as clothing stowed in them . . . and flesh too. To get the most out of the large icebox, it will be necessary to increase its insulation all around — there is little to none.

Conclusion

The Aloha 8.5 is an attractive boat with graceful lines designed and equipped for safe, comfortable cruising. Overall, the quality of the workmanship is above average. At less than 30 feet, an Aloha 8.5 represents a good value. Expect to pay $18,000 to $25,000, depending upon age, condition, and equipment.

Gregg Nestor, a contributing editor with Good Old Boat, *has had a lifelong interest in all things aquatic. He and his wife, Joyce, are currently refitting, upgrading, and sailing a 1994 Caliber 35.*

Bristol 29.9

A shipshape Halsey Herreshoff cruiser

by Tom Wells

With Jane Wilson at the helm and owners Bryan Schulte and Gary Smith trimming the sails, *Rozinante*, a Bristol 29.9, joins the fleet enjoying balmy conditions on Rathbun Lake, Iowa.

On Rathbun Lake in Iowa, a single lightning strike in 2007 severely damaged a Bristol 29.9. She was declared a total loss, but that didn't deter local boat maintenance and repair expert Larry Wilkinson from purchasing the boat at a bargain price. He brought her all the way back, restoring her faithfully to original condition inside and out. She is literally *and* figuratively in Bristol fashion.

When Larry put the boat on the market, she caught the eye of two Burlington, Iowa, river rats, Gary Smith and Bryan Schulte. They owned and sailed a Venture Newport 23 and a Catalina 25 on the Mississippi River, but the newly restored Bristol 29.9 was too alluring to resist. They became her new owners and named her *Rozinante*.

In July of 2010, my wife and I joined Bryan and Gary for a test sail on Rathbun Lake. The very active Rathbun Yacht Club includes members with a wide variety of cruisers and racers. RYC commodore, Karl Fenton, skippered his Catalina 28, *Second Wind*, as the photo chase boat. Bryan's fiancée, Jane Wilson, helmed *Rozinante*.

History and design

In 1956, cousins Everett and Clint Pearson founded Pearson Yachts. Grumman Allied Industries gained a controlling interest in Pearson Yachts in 1961, and Clint stepped away in 1964, eventually forming his own company — Bristol Yachts, in Bristol, Rhode Island. The new company's first production boat was a Carl Alberg design. Bristol models followed from the boards of John Alden, Ted Hood, Dieter Empacher, and Halsey Herreshoff. The company built a long line of quality boats until the business closed in 1997.

The Bristol 29.9 is one of the last of several models designed for the company by Halsey Herreshoff. It has a conservative profile and hull form with a fairly high cabin trunk, moderate freeboard and a nearly plumb counter transom. The company offered two keel configurations. The standard keel was a low-aspect-ratio fin with a draft of 4 feet 4 inches and the centerboard model had a board-up draft of 3 feet 6 inches, which seems curious since the board-up draft offered only minimally better gunkholing capability than the standard keel.

Part of the Bristol 29.9's appeal is its uncluttered deck, at left. The cockpit, above, is conventional, with seats just over 6 feet long and teak coamings that provide decent back support forward.

The rudder is protected by a skeg, with the propeller turning in a skeg aperture. The boat has a relatively small single-spreader rig and displaces 8,650 pounds. The resulting displacement/LWL ratio of 279 and sail area/displacement ratio of 14.8 position the boat as a moderate-displacement cruiser.

Between 1977 and 1986, 216 boats were produced.

Construction

The Bristol 29.9 has a sturdy hull of solid hand-laid fiberglass and balsa-cored decks. A modern builder would likely reduce the hull thickness to save weight and cost, but Bristol was committed to building boats that would last. The hull and deck are joined on an inward-turned hull flange. The joint is sealed with a butyl strip and through-bolted vertically. The bolts are closely spaced, resulting in a strong and secure joint. Except for some cutouts to clear backing plates for stanchions, I found no variance along the length of the joint.

The keel is molded integrally with the hull. The lead ballast is placed within it and contained by glassing over from the inside. This has some advantages during construction and eliminates the hull-to-keel joint problem found on many boats.

Unlike many builders, Bristol did not use molded-fiberglass hull liners for the interiors. A built-up plywood interior is generally stronger, quieter, and drier . . . but more expensive. Bulkheads are securely tabbed to the hull. Their location and spacing provides for a very stiff overall structure. A benefit of this method of construction is that most of the inner hull surface is readily accessible.

At first, Bristol Yachts used luan mahogany plywood for the interior joinerwork in the 29.9 but switched to teak in later production years.

On deck

The deck plan is practical and provides adequate sidedeck access for crew going forward. The chainplates for the dual lower shrouds and the cap shrouds are mounted at the rail, attached to knees that are built into the hull-to-deck joint. The chainplates and the stanchions are just inboard of the substantial teak toerail. Scuppers are cut into the toerail but they appear small and sidedeck drainage rates may be less than optimal.

There's a covered anchor well forward and large aluminum cleats mounted well back from the stem fitting along the insides of the toerails, which terminate at aluminum chocks. Port and starboard navigation lights on *Rozinante* are mounted atop neatly formed bulges in the toerails aft of the chocks. While this is an attractive installation, a higher mounting on the beefy stainless-steel bow pulpit would offer better visibility. Bristol recognized this and moved the navigation lights to the higher position later in the production run.

Single lifelines with gates were standard, but most boats were finished with dual lifelines, as on *Rozinante*.

The cabin trunk is fairly high and rounded. Teak grabrails extend about halfway forward from the aft end of the cabin but end before they can provide a foothold for crew working at the mast. The cabintop is uncluttered with just two Bomar hatches, one over the saloon and one over the forward cabin. There are no Dorade vents on *Rozinante*, although Bristol did offer them as an option.

The mast and boom are aluminum. The mast is keel-stepped and has a single halyard winch. At least one additional halyard winch — so halyards for the mainsail and headsail can be handled separately — would be desirable.

The reefing line for the mainsail clew leads from a block aft on the boom to a cleat well forward, near the ram's horn fitting at the gooseneck. Since this requires crew to go to the mast to adjust the reefing line, installing a single-line reefing system would be a good improvement project.

The attachment point for the mainsheet is mid-boom. The traveler is mounted across the aft end of a substantial sea hood that protects the companionway hatch. There is no cabintop coaming.

The companionway sides have only a slight taper and to go below you must step over a sill about half the height of the cockpit seat. This half step doesn't qualify as a full bridge deck. At a minimum, the lower dropboard should be left in place when the boat is under way in rough conditions.

The cockpit is fairly wide but somewhat short. It can comfortably seat four along with a fifth at the helm.

Somewhat unusual in a 30-footer is the dedicated chart table, at left, which uses the head of the quarter berth for a seat. The drawers beneath the starboard settee and the cabinets outboard, at right, are typical of the handsome joiner work found on Bristol yachts.

The seats are just over 6 feet long. Vents along either side of the helm seat make it difficult to sit to one side when steering.

The rather small 22-inch wheel mounts on an Edson pedestal. A larger wheel might provide easier steering control but would restrict movement around the helm. Engine shift and throttle controls are mounted on the vertical face of the cockpit well to starboard of the pedestal.

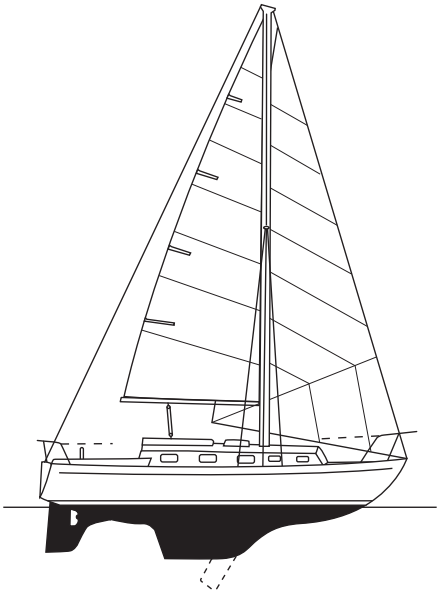
There is a shallow cockpit locker to port over the interior quarter berth. Another locker beneath the helm seat offers stowage and access to the emergency tiller connection. Under the starboard seat is a deep sail locker. A removable panel inside this locker provides access to that side of the engine.

Accommodations

The cabin provides full standing headroom of more than 6 feet. *Rozinante*'s cabinetry and hull ceilings are mahogany and the joinerwork is above the quality seen on most production boats. A molded headliner brightens the interior.

Two cabin layouts were available with the primary difference being the configuration of the galley, which in both is on the starboard side. The initial design placed the galley sink forward of the two-burner stove with the icebox aft of the stove. The second layout was a modification that served to increase the length of the starboard settee by moving the galley sink aft and inboard of the icebox. To accommodate this change, the companionway steps were offset to port. The majority of Bristol 29.9s were ordered with this modification.

To port of the companionway ladder is a decent-sized chart table. It faces forward, with the the navigator's seat at the head of a quarter berth. A locker extends forward along the port side from the chart table above the settee.



Bristol 29.9

Designer: Halsey C. Herreshoff
LOA: 29 feet 11 inches
LWL: 24 feet 0 inches
Beam: 10 feet 2 inches
Draft (standard keel): 4 feet 4 inches
Draft (centerboard): 3 feet 6 inches/ 7 feet 6 inches
Displacement: 8,650 pounds
Ballast: 3,600 pounds
Sail area: 391 square feet
SA/Disp. ratio: 14.8
Disp./LWL ratio: 279
Fuel: 19 gallons
Water: 63 gallons
Holding: 25 gallons

A double door above the chart table and sliding panels above the settee will retain stowed items in a seaway.

The saloon table stows against the forward bulkhead. It has a Formica top surface and is sized to provide dining space for four. The port settee extends slightly beneath the chart table, making it long enough to serve as a berth. When the saloon table is stowed, the seat slides out, over a track forward and a swing-out support aft, to form a double berth. In the aft-sink galley configuration, the starboard settee is long enough to serve as a single berth.

The cabin sole is teak-and-holly-veneer plywood from the companionway ladder to the forward saloon bulkhead. A door offset to starboard provides access to the head and forward cabin.

In the head compartment, which spans the boat, the marine toilet is to port on a raised wooden platform above a fiberglass sole insert that follows the hull contour. The stainless-steel sink is forward of the toilet on a cabinet with stowage beneath. Drawers and storage compartments with sliding doors are fitted along the hull. An ample hanging locker is to starboard. Its location and the fiberglass sole insert make it a suitable place to hang wet gear for drying. The standard holding tank is 25 gallons.

A second door provides privacy for the forward cabin. The V-berth is more than 6 feet long and nearly 7 feet wide at its aft end. With the center insert in place, it serves as a reasonable double berth. This cabin has the same finish as the other living areas. Stowage is provided along the sides, enclosed behind sliding doors.

The galley is compact, at left, but the essentials are here: two-burner stovetop, sink, and top-loading icebox. The V-berth is just over 6 feet long and nearly 7 feet wide at the head, at right. The mahogany ceilings are attractive and give the cabin a warm feeling.

There are opening portlights on both sides in the head compartment and in the forward cabin. Ventilation below is an issue, however, because the saloon has fixed portlights and just a single overhead hatch and there are no deck-mounted vents. The opening portlights in the head and V-berth areas may be adequate in combination with the forward hatch, but the narrow door between that area and the saloon restricts air flow. Mold and mildew may be difficult to control without ventilation improvements, and guests in the saloon berths might find a warm night uncomfortable. The addition of efficient fans would be a welcome upgrade.

Propulsion

The original engine for the Bristol 29.9 was the ubiquitous gasoline Atomic 4, but diesel engine options were quickly made available. Most of these boats are equipped with Yanmar or Universal diesels. *Rozinante* has a 2-cylinder 16-hp Universal diesel. It's beneath the cockpit sole and access is somewhat restricted. The top, center, and bottom-step panels of the companionway ladder must be removed to gain front access to the alternator and engine-coolant cap, and a door under the galley sink provides the only way to get to the seawater pump for an impeller change. Checking the oil requires the panel in the starboard cockpit sail locker to be removed, which means moving all the gear stowed in the locker.

Access problems aside, Bryan and Gary report that the engine is reliable and able to move the boat at near hull speed in flat water. As we returned to port under power from our test sail, I thought the boat handled and tracked solidly and responded well to the throttle. I didn't have to pay constant attention to the helm to maintain a straight course.

Some prop walk is evident under power in reverse, but with sufficient sternway to make the rudder effective, along with judicious use of the throttle, the boat can be controlled well.

Since the Bristol 29.9 displaces more than 8,600 pounds, an engine with slightly more horsepower would be better, especially in coastal areas where one frequently has to power into large seas and high winds.

Under sail

For our test sail, the wind blew a steady 10 to 12 knots. *Rozinante* tracked evenly and steadily on all points of sail. The fairly long fin keel and skeg-hung rudder provide very good directional stability. This configuration can sometimes result in a sluggish response to the helm, but I noticed no such tendency. While she did not spin in her

continued on page 63

Resources

Bristol Owners Association website
www.bristolowners.org

Bristol 29.9
www.employees.org/~b299/index.htm

Access to the engine is not very good. Removing the companionway steps reveals the alternator, at left, but the oil dipstick can only be reached through the starboard cockpit locker. As expected on a 30-footer, the head is small, at right, but it is well provided with storage spaces.

Bristol 29.9, continued from page 13

own length like a modern racing design, turn rates were quite acceptable.

We sailed *Rozinante* to windward on both tacks and found that she would point to nearly 40 degrees apparent before feeling pinched. The boat is not particularly tender and would settle in at a heel angle of around 10 degrees in the steady breezes. While the Bristol 29.9 is not a racing design, she was nevertheless fast enough to be enjoyable to sail.

When we eased the sheets and fell off on a beam reach, *Rozinante* accelerated to a steady 5.5 knots, the angle of heel lessened, and minor adjustments in sail trim resulted in small but observable improvements in speed. The motion was comfortable and the helm smooth and responsive.

A carefully sailed Bristol 29.9 will be an adequate coastal cruiser. While some owners do race these boats, the PHRF rating of 183 found on the owners' association website seems very optimistic, given the boat's moderate displacement and small sail area. Regional ratings vary between 186 and 212. The smaller rig might help the boat sail to the lower rating in heavier winds, but in average conditions, other 30-footers, like the shoal-draft Sabre 30 with a rating of 168, will likely outperform the Bristol 29.9.

"When we eased the sheets and fell off on a beam reach, *Rozinante* accelerated to a steady 5.5 knots."

Pricing and availability

In late 2010, at least 10 Bristol 29.9s were on the market. The asking prices ranged from $15,000 for a 1979 boat to $30,500 for a 1977 boat. It's notable that the highest asking price listed was for a boat from the first production year. That is testimony not only to the owner's maintenance regimen but also to the overall build quality of the Bristo 29.9. The low asking price for the 1979 model may be due to deferred maintenance. The average asking price among the boats offered was slightly more than $25,000.

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.

Archive eXtractions

Articles compiled for you from *Good Old Boat* archives

Review Boats 25 – 27 Footers

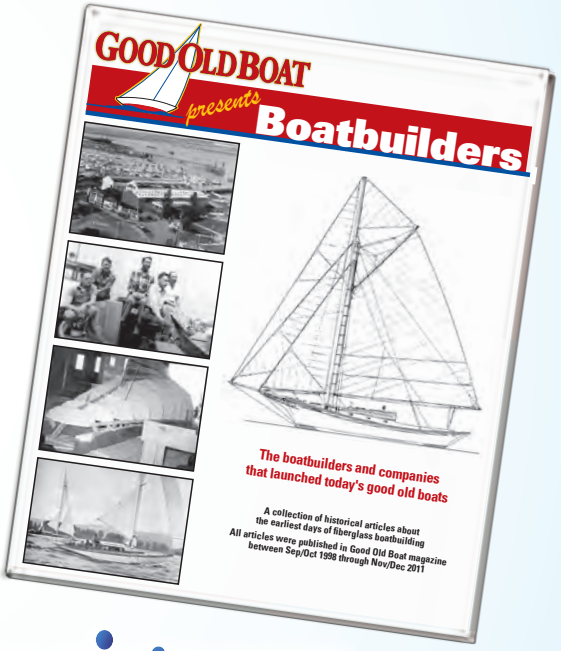
Small keelboats to sail anywhere

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
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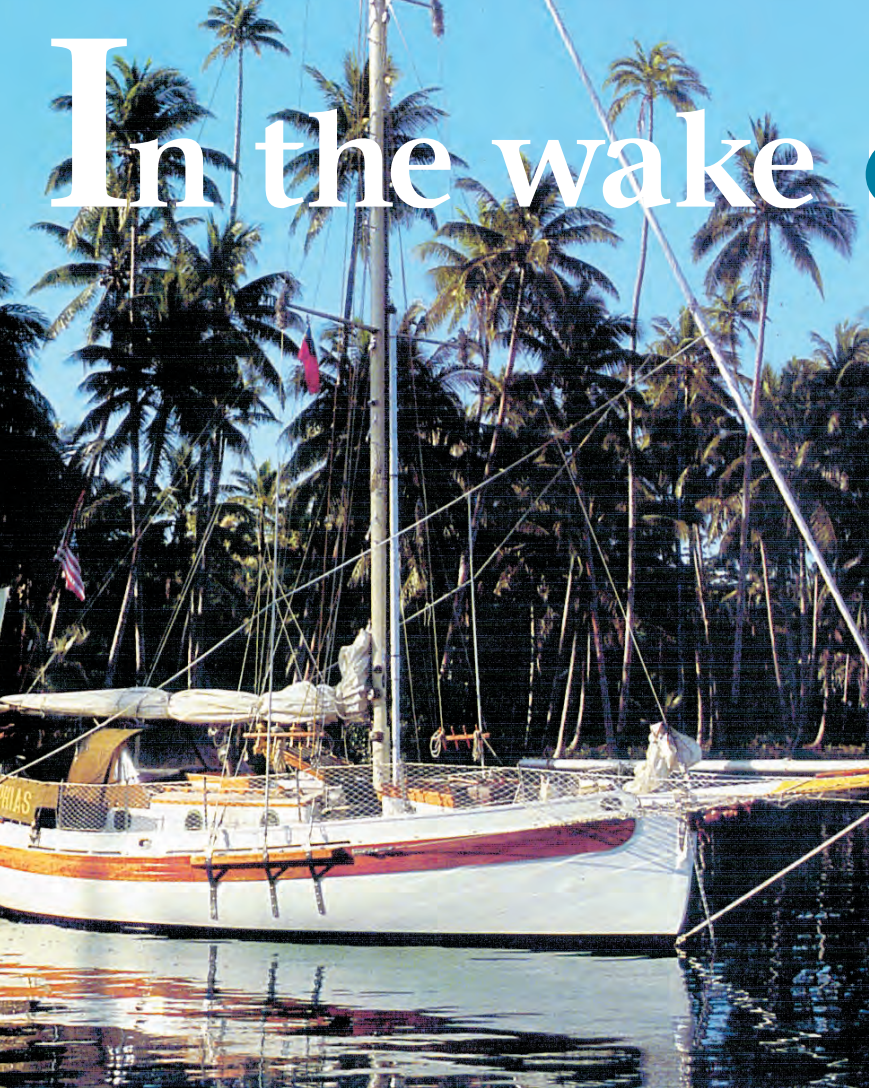
In the wake of the Pard

Inspired by Seraffyn's *de*
Bristol Channel Cutters o
adventures and legends of th



by *John Vigor*

The Bristol Channel Cutter (BCC) is a boat of superlatives. For many dedicated long-distance cruisers, she is, for her size, simply the best of the everything: the most comfortable, the most seaworthy, the most traditional, and (naturally) the most expensive. There are some who call the BCC the Rolls Royce of yachts, but they've got it the wrong way around. The Rolls Royce is actually the BCC of automobiles.

What is intriguing about this boat, and the cult that has sprung up around her, is that her design is that of an old-fashioned British working boat. A century ago, scores of long-keeled cutters like her were hanging around the western approaches to the English Channel and the Irish Sea, waiting to transfer pilots to inward-bound sailing ships. These pilot cutters needed several characteristics to survive. They had to be utterly seaworthy because they stayed out in all weather. Gales were just an ordinary part of their working lives. They had to heave to well, because they spent much of their time waiting in one spot. But they also needed a fair turn of speed and weatherliness when a ship seeking a pilot appeared on the horizon, because it often happened that the first pilot cutter on the scene got the piloting job. And the pilots naturally favored the faster cutters.

So the design of the pilot cutters evolved as they competed to make a living at sea, being shaped by the unforgiving forces of nature and the unremitting demands of free commerce. Not that you'd equate today's BCC with the rough-hewn finish of the working boats. The BCC, as designed by the legendary Lyle Hess and built today by the meticulous Sam L. Morse company, is as cultured a piece of sailing machinery as you're likely to find anywhere. In fact, you wouldn't be far wrong if you said that Chippendale and Hepplewhite were the BCCs of fine furniture.

Chris Edwards'* Xiphias *in a tropical sett
Mike Herman's* Surprise *plies the waves
Charleston, S.C., above. At top right, W
Odyssey *is photographed by Kathy Horn*
Bristol Channel Cutter*, Peguin, *in San F
At right, Mike Pearson's* Metaphora *mak

leys

sign, create their own

Bob Grieser

ing, above left. near Wayne Edney's ning from her Francisco Bay. ces a splash.

Mike Pearson's* Metaphora *sails at left, and Simon Blyth's* Mon Desir *above shows why these sailboats are said to "track like a freight train." Simon has lived aboard his traditionally appointed 1977 BCC since 1993.

Basic design

Leaving the superlatives behind for a moment, what we have here is a very heavy displacement hull with moderate sail area, an outboard rudder, a long, fairly shallow keel, and a 6-foot bowsprit that certainly won't be everybody's cup of tea. It's not a recipe for daysailing or fast around-the-buoys racing.

BCC owners, who seem to have all the answers ready, will tell you a bowsprit adds sail area that spreads fore and aft, rather than upward. Thus, because it lacks the leverage of a tall skinny rig, a jib set from a 'sprit provides thrust without making the boat heel. Not everybody buys that argument, suspecting that a large low sail probably creates exactly the same heeling moment as a small high sail; and suspecting, further, that a bowsprit was the only way you could add sail area in the days of gaff rigs, when masts had to be short because of problems with staying them. With modern materials, we can now stay tall masts quite adequately, and we can provide boats with all the sail area they need, a lot of it up high to catch more wind in light air. We can also balance a boat very nicely without the help of a bowsprit, which means we don't have to make those daring trips to the end of the 'sprit to free the roller furler when the line jams.

Nevertheless, the BCC is a very safe boat to sail, even for a singlehander. You can run into a large balk of waterlogged timber on a dark night and not have to worry about bashing in a fin keel or ripping off a skeg and rudder. The BCC will ride up and over it. In shallow waters, she won't get crab-pot lines jammed in her propeller or rudder, either.

Her fairly shallow draft of 4 feet 10 inches allows her to explore the wonderful cruising grounds of the Bahamas and many other areas that can be tricky for those with 6-foot keels. She is so solidly built and so well designed for her purpose that no modifications are needed to improve her seaworthiness or her fitness for ocean voyaging. There is plenty you can do to personalize her, of course — in fact, if you buy a new one, starting at about $150,000, you can custom-order many modifications — but basically she'll be ready for sea work from the very start.

The hull is solid fiberglass, and the deck is fiberglass with a core of marine plywood. The lead keel, accounting for about 32 percent of the boat's total displacement, is encapsulated in the hull, and the double-spreader aluminum mast is stepped directly onto it. The BCC's wide sidedecks are bounded by 8-inch-high teak bulwarks that provide good footing in bad weather and stop a lot of gear from disappearing over the side. Her rudder is attached to the end of the keel and to the flat transom — a strong and very sensible arrangement — and is controlled by a tiller.

Accommodations

The Sam L. Morse company builds the BCC with three basic interior layouts, and new owners are offered many options without extra charge. You can have a workbench up forward, for example, instead of a single berth. There's also the option of a pilot berth that converts into a double, and a quarterberth on the starboard side. But it's the well-planned galley that excites most comment from visitors, particularly the large amount of counter space. There probably isn't another 28-footer with a galley so pleasant to work in.

There's plenty of headroom in the main cabin — up to 6 feet 6 inches if you need it — and the cabin is unlined. That means you can get to important stuff such as plumbing and wiring — or a hole in the hull — when you need to. The raised scuttle hatch up forward provides headroom in the toilet compartment. The standard auxiliary is

Above right, Wayne Edney's* BCC. *Wayne bought the hull, deck, and ballast in 1987 and completed interior, exterior, rigging, and engine installation over the next seven years. At one point, he says, they simply launched the boat: "I'm not sure if any boat is ever done, but it seemed time." He adds, "Since then we have enjoyed almost five years of sailing her as a family of four. The boat is named* Odyssey *for the journey that began the day hull #81 arrived in our side yard."

a 27-hp diesel, which fits into the BCC's engine hole with a comforting amount of room to spare.

In general, the interior of the BCC exudes the same air of elegance and workmanship as a 1920s Pullman car, with bronze ports, a teak skylight, and lots of shippy brass.

The rig

A gaff rig would make a lot of sense on this boat, particularly when she's sailing off the wind, which would be most of the time on an ocean cruise, presumably. It's a sturdy, well-stayed, powerful rig, one that's much more likely than a Bermuda rig to remain standing after a roll-over.

No doubt you could arrange with the Sam L. Morse company to take delivery of a new one with a gaff rig, but the standard boat comes with a tall rig, a long bowsprit, a long boom, and a short boomkin to support the backstay clear of the mainsail leech.

The mast rises 41 feet 6 inches above water level to support the 556 square feet of canvas this heavy displacement hull requires. The cutter rig is not quite as efficient to windward as a sloop rig would be — two small headsails rarely produce the same horsepower as one big one — but it certainly makes life easier for small crews. The jib flown from the end of the bowsprit can be on a roller furler, which means it can be put to sleep as the wind pipes up, leaving a nice snug forestaysail set inboard, where it's safer to work.

With jiffy reefing on the mainsail, and a nice flat, stable platform at the foot of the mast to stand on, reducing sail in a blow should be easy. If you opt not to have a roller furling jib, you can fly an enormous genoa, Yankee, or nylon drifter from the bowsprit end, as the Pardeys do aboard *Taleisin*, a near twin of the BCC.

You might not expect old-fashioned boats like this one to sail to windward particularly well, but sometimes they can surprise you. In the first place, their sheer mass and seakindly motion keep them moving through choppy seas that knock lighter, more lively boats backward. And in the second place, that projecting bowsprit makes it possible to trim the jib to a narrow sheeting angle and still have the sheet run outside the shrouds. So there are times when boats of this type will point surprisingly high and go surprisingly fast, which is a very handy attribute when you're faced with a two-week windward slog against the trades. But then, as we saw earlier, perhaps it's not so surprising, considering that in the last century their livelihood depended on their being able to get a pilot to windward quicker than their rivals could.

There's not much more to be said about the rig, except that it is massively solid and more than fit for the job, just like practically everything else on the boat.

Performance

The BCC does not have a kittenish performance around the buoys, but if you point her nose across an ocean you'll soon discover that she's no slouch.

"The boat can easily make 150 miles a day in the trades with the working sails only," says one owner, quoted in the advertising literature the builder puts out. "I have made many 170-mile days, and some slightly higher." You have to accept this with due allowance for unbridled enthusiasm, of course. In theory, a boat with a waterline of 26 feet 3 inches, could do no more than 165 miles a day, at a constant speed of just over 6.8 knots. In practice, it is possible to exceed that speed in short spurts when running down the face of a wave. But even so, 165 miles in a day is very good going indeed for a non-planing boat of this size.

But perhaps the rules of physics do not apply to the BCC. Here's part of a letter to the builder from the owner of a

BCC called *Puffin*: "Just a note to tell you *Puffin* has finally outdone herself with a 187-mile day on the way to New Zealand from Tongatapu. A good deal of near-gale-force winds and a pinch of current has pushed us 579 sea miles in four days. It looks like 1,036 sea miles in seven days, light to light."

Puffin would have had to average more than 7.7 knots to cover 187 miles in 24 hours. One suspects that she had more than a pinch of help from the current. The other times and distances indicate a speed of just over 6 knots, which is more reasonable. But all quibbling aside, Lyle Hess's sturdy little cutter is obviously capable of reaching her maximum speed fairly easily — and that, in the end, is the design magic that makes a boat a swift passagemaker.

Known weaknesses

The BCC's weaknesses are either non-existent or well hidden. One certainly never hears owners complaining about them. As befits a loyal clan of cultists, they are remarkably tight-lipped about her flaws — if, indeed, she has any. Those of us made sufficiently skeptical by practical experience will conclude that she does have flaws, but that they are remarkably minor.

There is that bowsprit, though. It's not a weakness as such, but it an be a nuisance, especially when you're docking, or playing with the jib at the splashy end of it. There's nothing you can do about it. You just have to learn to love it.

Owner's opinions

Chris Edwards, who raced yachts to their limit for much of his sailing career, eventually graduated to a BCC. After competing in two Whitbread Round-the-World races, three Admiral's Cup races, two World One-Ton Cup championships, and so forth, Edwards found himself racing his Bristol Channel Cutter, *Xiphias*, in the inaugural series of races known as the Phuket-Port Blair Andaman Cup Regatta.

BCC continued on Page 52

Three views of the inside of Roger Olson's boat,* Nereus, *show the flexibility of the interior. The table is from a carving Roger brought home from the South Pacific.

A tribute to Lyle Hess

Whenever the discussion revolves around beautiful boats and their designers, Lyle Hess' name is one of the first to surface. Anyone who owns one of Lyle's boats knows firsthand what is meant by this comment because of the compliments they receive. Not only are Lyle's designs from the heart, but they surprise even their owners as they sail past much larger boats and point even closer to the wind.

Lyle has been designing boats for more than 50 years. One of his earlier designs set the world on its heels when *Renegade*, a 24-foot gaff-rigged boat won the Newport-to-Ensenada race two years running. He was accepted nationally when he designed the popular Balboa 20 and 26, as well as the Ensenada. It was after Larry Pardey asked him to design *Seraffyn*, which he and Lin sailed around the world without an engine and wrote many books about their travels, that Lyle gained worldwide recognition. This was followed by the Pardeys' *Taleisin* and more articles and books about their travels. Besides the boats that made Lyle famous, he can be credited for the Fatty Knees dinghies, the total Montgomery line of sailboats, the La Paz, the Nor' Sea 27 and 37, the trailerable Falmouth Cutter 22, the Bristol Channel Cutter 28, the Hess 30 and 34, the Falmouth Cutter 40, and many other traditional boats from 7 to 40 feet. Lyle's designs are timeless and will remain in our hearts as long as man sails the oceans.

As a tribute to Lyle for his 85th birthday, the local Southern California boat owners of his designs held a rendezvous at Catalina Island. Unfortunately, Lyle couldn't attend because of bad health. Nonetheless, 25 participants came from as far north as Seattle and as far east as New York.

Because of Lyle's designs many lives have been altered. From Lin and Larry Pardey to any of the owners of his boats who have taken the challenge to sail across an ocean in a boat designed for the purpose, we salute you, Lyle.

Roger Olson, President
Sam L. Morse Co.

Resources
for Bristol Channel Cutters

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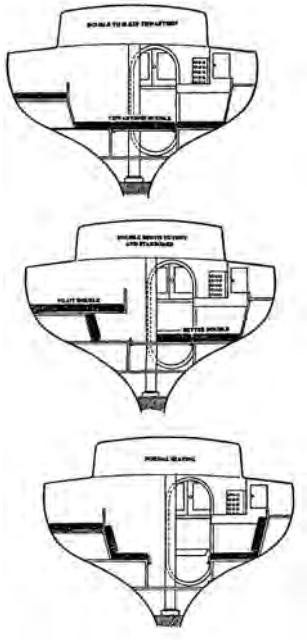
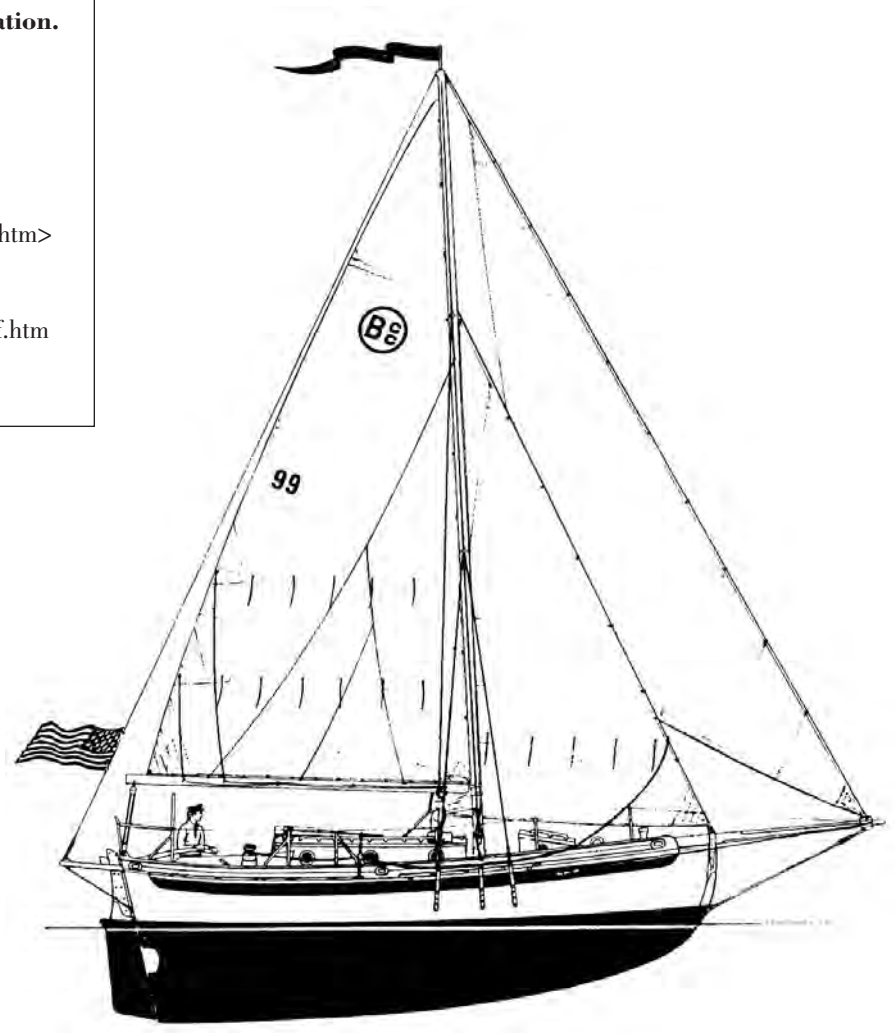




Bob Grieser

Bob Grieser

Bow and stern of Mike Herman's* Surprise. *Tom and Alice Walker's* Aloha *below with new Monitor windvane.

BCC continued from Page 50

There were five races. The first was 450 miles across the Andaman Sea, from Phuket, Thailand to Port Blair, in India's Andaman Islands. Then there were four races of about 35 miles each among the islands. *Xiphias* won the long-distance race easily on handicap — but she also beat three yachts of 34 feet, 36 feet, and 38 feet over the line. She then went on to win three of the four inshore races. All very well, you say, but this was Chris Edwards. He could have sailed anything and won. Maybe. But Edwards himself says there was very little in the way of tactics involved in the ocean race.

"It was a close reach on one tack for most of the race to Port Blair. It was *Xiphias'* powerful sail plan and her constant, seakindly motion in the rough seas that won the day."

He has grounded her "a couple of times," and had to contend with "some fearful tropical storms." He also says he's had to sail her hard to windward to clear a shoal or lee shore. He says in a letter to the Sam L. Morse company: "Her strength, her perfect balance and seakindliness, and her ability to make headway under a variety of sail settings, has convinced me that not only is she the perfect cruising design, but also a trustworthy friend."

These, of course, are obviously the sentiments of a man smitten with his BCC, and you should make due allowance for it. But Chris Edwards is not alone. The files of the Sam L. Morse company are bulging with similar letters from exuberant owners, praising the ability of their BCCs to weather storms and look after their crews in atrocious conditions.

For a common old working boat, the BCC has come a mighty long way.

Conclusion

It's tempting to note that if you have to ask the price of a Bristol Channel Cutter, you probably can't afford one. Let's just say that while they cost as much as many a small house on a modest plot of land, they'll give you a lot more in the way of adventure and excitement, if that's what you're looking for.

John's new book, Twenty Small Sailboats to Take You Anywhere*, to be published by Paradise Cay (800-736-4509) later this year, will be available on* Good Old Boat's *bookshelf.*

In short

Bristol Channel Cutter

Designer: Lyle Hess
LOA: (including 'sprit): 37 feet 9 inches
LOD: 28 feet 1 inch
LWL: 26 feet 3 inches
Beam: 10 feet 1 inch
Draft: 4 feet 10 inches
Displacement: 14,000 pounds
Sail area:
556 square feet (with 100% foretriangle)
603 square feet (sail area of standard cutter)
673 square feet (sail area with optional roller furler, the usual configuration)
Ballast: 4,600 pounds
Spars: Aluminum
Auxiliary: 27-hp diesel
Designed as: Bluewater cruiser

In comparison

- **Safety-at-sea factor:** 9 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** Good speed over long distances, from long waterline.
- **Ocean comfort level:** Two adults in comfort; two adults and two kids in less comfort; four adults in relative discomfort.

A quick history

Why the name Bristol Channel Cutter?

by Mike Pearson

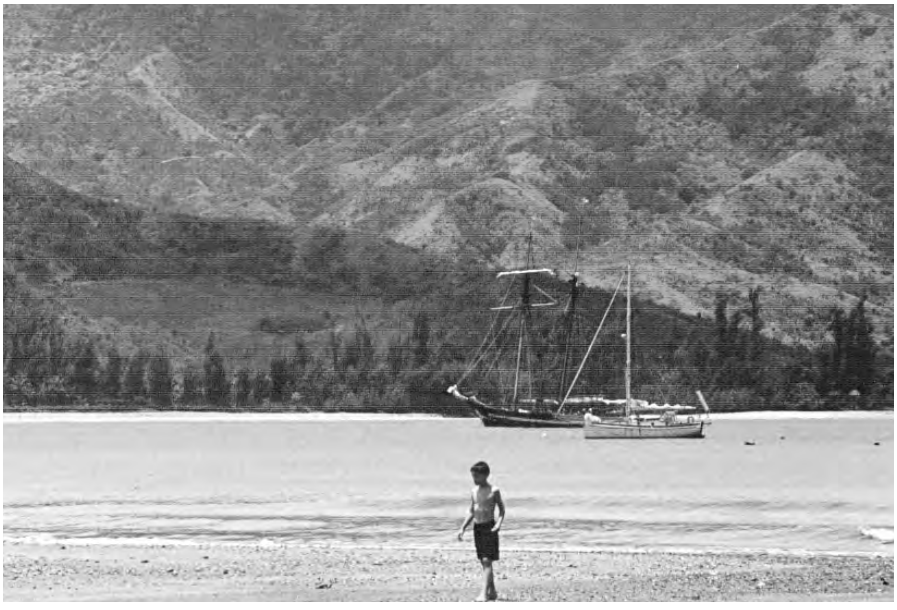
The seaworthy forebears to Lyle Hess' designs are the legendary working boats of Great Britain's western approaches, the Falmouth Quay Punt, the Bristol Channel Pilot Cutter, and the Itchen Ferry Smacks. Gathering their attributes, Lyle's work enhanced the safety and swiftness of these small ships in harmony with their beauty. Along with the talents of sailor/designer Hale Field, Lyle created the 24-foot gaff cutter *Renegade*, which attracted much respect and admiration within the cruising and racing community.

The able *Renegade* inspired Canadian sailor Larry Pardey to request plans for a cruising-oriented version with a marconi rig for easy singlehanding. The resulting *Seraffyn of Victoria* explored the world for 11 years with Larry and his wife, Lin. The interest kindled by these voyagers led Lyle to creating another very handsome design, the Bristol Channel Cutter. Sam Morse and his wife, Betty, chose this design and began the tooling process for a bluewater cruiser.

In April of 1976, their first fiberglass hull was crafted and thereafter Sam sold a few of these hulls to folks with the time, talents, and inclination to build their own custom vessels. Eventually, the Sam L. Morse Company took over the completion of shipbuilding: from hulls to semi-complete versions, then finished vessels. Sam also gave permission for a Vancouver company to produce boats for the Canadian market, of which approximately 35 hulls were built and finished with various shipwrights. In 1980, the Sam L. Morse Co. acquired the Lyle Hess Falmouth Cutter design from Heritage Marine. This trailerable bluewater cruiser became an option for those whose schedules don't permit long-term cruising.

Sam Morse and company continued building and refining the BCC and Falmouth Cutter until 1991, when Sam and Betty retired and moved to the Pacific Northwest. It was then that George Hylkema purchased the company and continued to create the yachts with the same attention to detail from which Sam had built his reputation. Not long thereafter, Roger Olson, back from 13 years spent cruising in the South Pacific with his BCC, joined in partnership with George. Roger's experience further enhanced the many details which make cruising enjoyable and safe. George retired in 1995 to spend more time with his own boat and other pursuits, while Roger continues to guide the Sam L. Morse company, along with the skillful long-term shipwrights Dick McComb and Tommie Whistler, each now with more than 20 years building the Bristol Channel Cutter and the Falmouth Cutter.

James and Cita Barry's* Gypsy Queen *at top right and Bob Kaden's* Kuuipo *in Hanalai Bay, Hawaii. About that bowsprit, Tom Walker says, "It's quite easy to go out on it when necessary (which is seldom)."



We're looking for the Cal 20 and Contessa 26 next

Editor's note: *We asked Bristol Channel Cutter sailors for photos, and were overwhelmed with the number and beauty of the photos we received. It seems these sailors are captivated by the BCC and driven to shoot photos of her from every angle and in every setting. We were captivated also and wanted to print more.*

Now we're looking for the same from sailors of the the Cal 20 (which will run in July) and the Contessa 26 (which will run in September). *Cal and Contessa owners, let us know if you've got photos of interiors, your boats at the dock, and especially of your boats under sail; old brochures and manuals; line drawings; owners' comments; or resources (organizations or vendors) which might be helpful to other sailors with your boats. We will return all materials and savor the comments. We look forward to hearing from you!*

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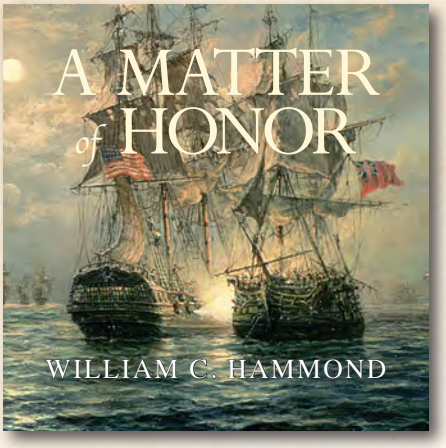


A Matter of Honor

A New Novel by William C. Hammond (Historical Fiction)

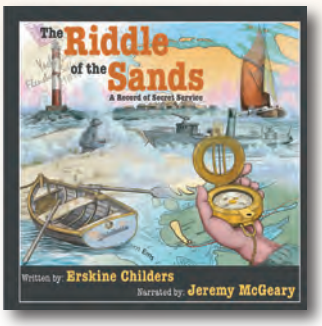
The American Revolution is the daily reality in this story of a Massachusetts teenager who ships out with John Paul Jones. On the high seas, in England and France, on the sugar islands of the Caribbean, as well as on the battlefield of Yorktown, Richard Cutler proves his mettle and wins the love of a beautiful English aristocrat from the very arms of Horatio Nelson himself while also earning the admiration and allegiance of many in the new republic of the United States.

A *Matter of Honor* is the first of the Cutler Family Chronicles, a brilliant new naval historical fiction series by Bill Hammond. This well-researched series will delight fans of Patrick O'Brian books. What sets this historical fiction apart is its focus on the Napoleonic Wars from the perspective of the United States.

Voyages in Desperate Times

by Jule Miller (Historical Fiction)

In the early days of World War II, the U.S. Navy and Coast Guard were woefully short of vessels to fight the battle with German U-boats along the U.S. East Coast, a battle the United States was rapidly losing. The 54-foot schooner yacht, *Tiger Lillie,* was commandeered and became Coast Guard Reserve *Vessel 3114*. The regulations required Ensign Nicholas Worth and his six-man crew to repeatedly take her out into the Atlantic that winter and spring . . . but the regulations did not require them to come back.



The Riddle of the Sands

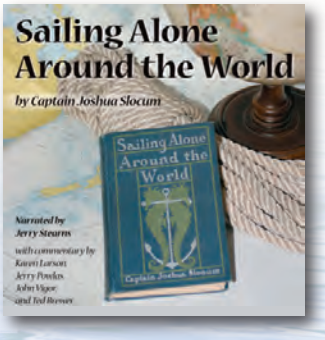
by Erskine Childers (Historical Fiction)

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.

Sailing Alone Around the World

by Joshua Slocum: (Historical Non-fiction)

In 1895 at the age of 51, Captain Joshua Slocum began a 3-year, 46,000-mile solo circumnavigation aboard his 37-foot sloop, *Spray.* The first man to ever successfully complete a solo circumnavigation, Slocum recounts the adventures he had along the way in this novel. His eloquent narrative is filled with vivid battles against man and nature and stands as one of the greatest sea stories of all time. Sailors and non-sailors of any age will enjoy this gripping tale.



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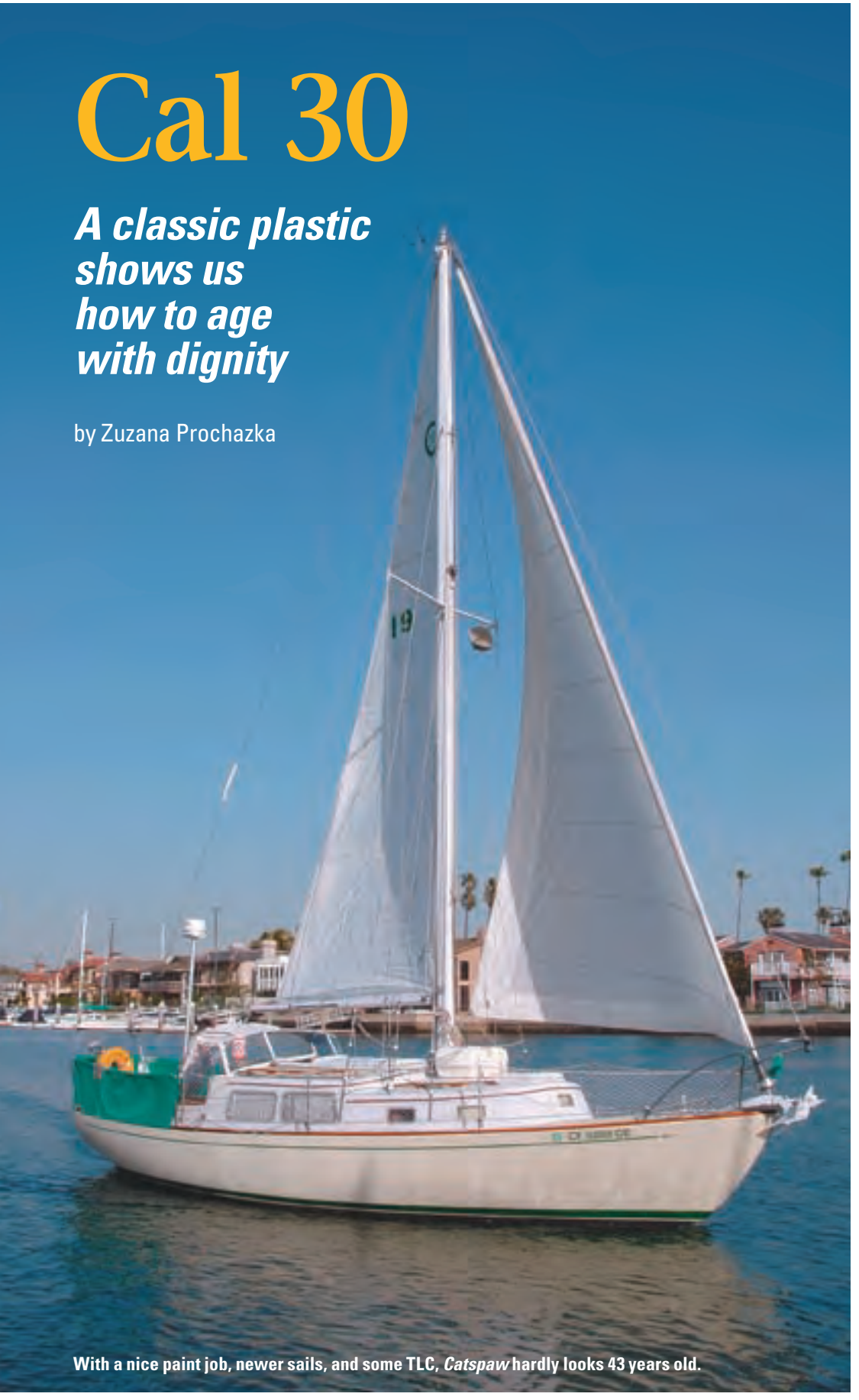
Cal 30

A classic plastic shows us how to age with dignity

by Zuzana Prochazka



With a nice paint job, newer sails, and some TLC, *Catspaw* hardly looks 43 years old.

THE FIRST FIBERGLASS sailboats appeared in the late 1940s, right after World War II, but it wasn't until the late 1950s that the first auxiliaries appeared, notably the Rhodes Bounty 40, New Horizons 25, and Chinook 34. In the 1960s, the number of boatbuilders working in fiberglass exploded. Southern California, particularly Costa Mesa, was a hotbed of activity. Among the new generation of builders was a young engineer named Jack Jensen. Though boats built in the 1960s are admittedly growing a little long in the tooth, those that have been well cared for are still serviceable.

One such classic plastic in great shape is the Cal 30 owned by Holly Scott, a singlehander who has had a 23-year love affair with *Catspaw*, hull #19, launched in 1964 and our review boat.

History

In 1956 Jack Jensen founded Jensen Marine, which eventually became one of the most successful fiberglass boat manufacturing companies in California, if not the world. From the start he collaborated with Bill Lapworth, an up-and-coming designer who was way ahead of his time. The L-36, built in wood, was the largest one-design class of ocean racers in the world. Its enviable performance had earned Bill the reputation as a hotshot designer.

Bill's first design for Jack was the Lapworth 24 (later renamed the California 24). It was a flat-bottomed centerboard design that blew the doors off its competition. Jack raced one himself; his name is first on the California 24 perpetual trophy. This is also the boat in which teenager Robin Lee Graham began his much-publicized circumnavigation, the subject of the book and movie, *Dove*.

Holly Scott, above, owned and singlehanded *Catspaw* for 23 years. Mainsail sheeting is from the end of the boom to a traveler behind the helm. The box aft of the tiller houses a propane tank. Fitted out for serious cruising, *Catspaw* has both an autopilot and windvane, stern anchor, and weathercloths. Carrying a plow and second lightweight anchor, above right, enables one to choose the anchor better suited to a particular seabed. A manual Simpson Lawrence windlass is able to retrieve both anchors.

The V-berth is open to the forepeak, where anchor rodes are stowed. With two anchors on *Catspaw's* bow, the canvas bag holds one rode separate to prevent tangles. Cleaning the rode on deck reduces odors below.

The very successful Lapworth/Jensen combination introduced some of the first affordable fiberglass oceangoing boats that could do double-duty as racers and cruisers. Throughout the '60s, '70s, and into the '80s, Jensen Marine was a leading builder with too many models to list here. They ranged from the still-popular Cal 20 and 25 to the groundbreaking Cal 40, notable for being one of the earliest production boats to separate the rudder from the keel. The 40 won three consecutive Transpac races from California to Hawaii ('65, '66, '67) and still has its own class in that event.

Jensen Marine also built several serious cruising designs, the largest of which was the Cal 46 that, like the Cal 30, later was updated as the 2-46 and 3-46. When Jack retired, he took off to the South Pacific on a 46. He died of cancer in Tahiti. Bill Lapworth died in 2006 and was buried at sea.

For a quarter century, Cals were among the most popular boats in America, even though the company was sold to Bangor Punta in 1965, was moved to Florida, and was relocated once more to Massachusetts and resold to Lear Siegler. The company went out of business in 1989. One-time head of O'Day and Cal, Jim Hunt, blamed a shrinking sailboat market. But the sheer numbers of Cals sold — thousands of units in at least 39 models — keep them visible on the water to this day.

Design

There were approximately 200 Cal 30s built between 1962 and 1967 before it morphed into the Cal 2-30 in 1968 and into the 3-30 in the 1970s. *Satori* was hull #1. She crossed her first starting line a week after being launched and won or placed in every one of the 20 races she entered in her first six months.

Billed in the original literature as a light-displacement boat, the Cal 30's displacement/length ratio is 249, which today would be considered moderate. With 2,550 pounds of lead ballast, the ballast-to-displacement ratio is just 31 percent. To provide good form stability (also called initial stability), Bill Lapworth gave the boat a 10-foot beam, which was quite generous for the 1960s.

The underwater configuration is a full keel with sharply cutaway forefoot. The rudder is hung on the trailing edge of the keel. Soon afterward the Cal

> **“…for offshore sailing, storm shutters are a good idea whenever a portlight is larger than a square foot.”**

2-30 and other Lapworth designs showed the shift to fin keels and spade rudders. The benefits of these changes are reduced wetted surface area and the ability to point higher. The downsides include poorer tracking (ability to hold a course) and a rudder more vulnerable to damage from flotsam and groundings.

The Cal 30s came in short- and tall-rig versions. *Catspaw* has a short rig and has been re-rigged three times: to add a removable inner forestay; to beef up the wire, turnbuckles, and hardware; and to lead all lines aft to the cockpit.

Designed as a high-performance ocean racer, the Cal 30 has two unusual features for its time. First, four large fixed ports and four opening portlights make for a bright cabin; however, for offshore sailing, storm shutters are a good idea whenever a portlight is larger than a square foot.

The second unusual feature is the original size of the cockpit drains, which are unusually small. For an open-water boat, these small drains could be unsafe. To fix this in *Catspaw*, Holly installed new scuppers, which in her words are now “double oversized.”

The Cal 30 has a subtle and very pleasing spring in its sheer that is evident in some of Bill Lapworth’s later designs as well. The stepped coachroof is a bit dated and the high cabin trunk makes visibility forward from the cockpit a bit difficult.

Construction

The Cal 30 hull is handlaid solid glass that is 1 to 1½ inches thick in places. The deck is one-piece molded glass with a marine plywood core. A through-bolted and glassed-over hull-to-deck joint holds it all together.

There have been some issues with hull blistering on the 30s; at one point *Catspaw* had 600 small blisters that were ground out and filled. She has received bottom barrier coat treatment twice in about 20 years. Overall, however, Cal 30 hulls have held up incredibly well.

Marine plywood on older boats has been a source of problems with water seeping in via deck penetrations at hardware attachment points. This usually requires grinding out the affected sections, filling with epoxy, and glassing over a new deck skin. *Catspaw* has experienced none of these problems.

The Cal 30 keel is encapsulated in fiberglass and the design also includes four keel bolts. The foam-filled rudder is built around a bronze post. Foam rudders are notorious for problems with water intrusion over time; nevertheless, Holly says she has had no issues with the rudder or keel bolts.

The propeller placement is unique in that it is above the rudder, rather than in an aperture. This arrangement eliminates prop walk and makes for much easier backing. The standard prop was feathering, additional proof that the Cal 30 really was conceived as a hotshot racer.

There are six through-hulls, originally fitted with gate valves. Many owners have replaced these with ball valves.

The Cal 30 has a keel-stepped, masthead rig with single lower shrouds. Since the standing and running rigging on saltwater boats should be replaced every 10 to 15 years, depending on local conditions and boat use, most Cal 30s will have been re-rigged at least once. If not, it’s something to consider when evaluating one for purchase. If nothing else, most owners have replaced the wire/rope halyards that were standard on most boats of this age with modern low-stretch cordage.

Belowdecks

The Cal 30 layout was designed for a family of four to six to cruise comfortably. The accommodations begin with a sizable V-berth that is open to the anchor locker. Aft and to starboard is

The Cal 30’s 10-foot beam makes for a surprisingly spacious saloon for a 30-footer. The Aladdin kerosene mantle lamp, properly and necessarily secured with a downhaul, provides light to read by and takes the chill out of the air on a damp evening. The sideboard galley has sufficient counter space for food preparation, though sink draining while on port tack can be an issue. Many owners have replaced their original alcohol stoves with LPG stove/ovens. Note the nice job of tabbing the bulkheads to the deck.

a hanging locker with drawers below. Across to port are an enclosed head with a sink, a convertible vanity seat, a hamper, and good stowage. There was no pressure-water option initially available, but some owners have made that upgrade.

The galley is in a straight line down the starboard side with an insulated icebox, a column of drawers, and a two-burner pressure alcohol stove. Many owners have since replaced that stove with a propane model with oven. On the Cal 2-30 and 3-30 models, which were completely new designs, the galley moved aft and to port and became L-shaped.

A convertible settee/dinette is to port. Originally, the Formica-covered table folded down to make a double bunk, but on *Catspaw* a larger teak table was added that no longer serves as a sleeping area. Two quarter berths, port and starboard, complete the arrangements. This layout doesn't leave much room for a navigation station, so many Cal owners have opted to mount electronics on swing arms that can be viewed from the cockpit as well as from below.

The original Monel water tank held 25 gallons and was located under the hanging locker. There's also a 25-gallon stainless-steel fuel tank under the port settee. Some owners have installed additional tanks and bladders to increase their cruising range.

Batteries are located under the settee aft of the saloon table; *Catspaw* has a total of 180 amp-hours, a 50-amp alternator, and a flexible solar panel to run all her toys, which include a VHF radio, radar, fathometer, GPS, and autopilot. Jensen Marine installed 30-amp alternators and a 12-volt electrical system in the original boats. There was no shorepower option.

On deck

As noted, the Cal 30 was relatively beamy for its day, which not only makes for roomy cabins below but creates a large cockpit as well. Holly boasts that *Catspaw* has hosted 17 people in her cockpit . . . but six to seven would be more realistic.

Despite the fact that Bill Lapworth didn't like weight in the ends (to avoid hobbyhorsing), the Cal 30 has a sizable anchor locker forward that is accessed via the V-berth. There is also an aft lazarette. What's more, there is space between the tiller and the lazarette for a propane box.

Low maintenance is a major appeal of fiberglass, and the Cal 30 advertising capitalized on that feature. Aside from a narrow caprail, an accent brow on the cabintop, and some handholds, the Cal 30 has a minimum of exposed teak

One way to close off the forepeak, at top, is to throw all the pillows forward! The molded fiberglass head module, at left, makes cleanup easy. The view aft, below, shows a lot of critical gear accessible from the companionway: EPIRB, fire extinguisher, radar, and flares.

to oil or varnish. Non-skid and gelcoat surfaces dominate the clean look, all of which came as a relief to those boatowners who were tired of maintaining wood. Jack Jensen and Bill Lapworth were some of the first to buck the idea that you had to have wood to be nautical and shippy. Besides adding to maintenance, excess wood trim adds weight, and they were looking for speed with this boat.

> **"Jack Jensen and Bill Lapworth were some of the first to buck the idea that you had to have wood to be nautical and shippy."**

There are two sets of sailtracks, one on the caprail for the genoa sheets and one on the cabin. This second track was originally set up for a working jib but on *Catspaw* works nicely for the staysail. The bronze chainplates are set inboard on the cabin trunk to make for a clean deck.

Jensen Marine originally offered five sails as optional equipment: a main, working jib, lapper, genoa, and spinnaker. North Sails and Baxter & Cicero were the brands of choice, and none of the sails retailed for much over $300. Like the rigging, those old sails should have been replaced by now, and it's likely they've been replaced more than once!

Bronze Merriman turnbuckles and toggles and bronze South Coast winches completed the original deck hardware. On *Catspaw*, a manual vertical Simpson Lawrence windlass retrieves the two bow anchors, and a Monitor windvane is a non-electric alternative to the autopilot.

Performance

"If you are not winning as many trophies as you should, try a Cal boat. It does make winning easier." That is the copy from a 1966 Jensen Marine ad for the Cal 30 that pitches the boat as a low-maintenance racer and family cruiser. Ad hype? Perhaps, but it was a rocket in its time.

The Cal 30 is described by owners as a well-behaved vessel with good balance on all points of sail. It will do 6 to 7 knots in 12 to 15 knots of wind on a beam reach. It points well despite its full keel but experiences a little weather helm when the winds kick up. Sheeting angles are tight for good upwind performance.

The few Cal 30s still racing have PHRF ratings between 192 and 195 seconds per mile. Other similar-sized boats of its era include the Columbia 29, which pokes along with ratings around 216 to 219, and the Morgan 30, which rates an identical 192 to 195. Speed was important to Bill Lapworth and also to Charley Morgan.

Under power the Cal 30 will make good about 6 knots. The first boats were offered with Onan 50-cubic-inch air-cooled engines, which had the reputation for lasting about two years. Jensen Marine soon replaced them with Atomic 4 gasoline engines. The ducting for the original air intake was molded right into the deck, and it makes for an interesting grate that continues to be visible in the cockpit.

Cal 30

Designer: Bill Lapworth
LOA: 30 feet 0 inches
LWL: 24 feet 6 inches
Beam: 10 feet 0 inches
Draft: 4 feet 8 inches
Displacement: 8,200 pounds
Ballast: 2,550 pounds
Sail area: 420 square feet
Displ./LWL ratio: 249
SA/Displ. ratio: 16.5

To get away from the perceived risks associated with gas engines, many owners have repowered. *Catspaw* is on her third engine, a 4-cylinder Universal diesel. Unlike many Cals of other lengths, the 30s have a straight propeller shaft instead of a V-drive. Access to it and the engine are fairly good.

Conclusion

The 1962 brochure listed the base price as $13,500. Today, Cal 30s move in the $10,000 to $20,000 range, with some boats going for less and others selling as high as $30,000, depending on equipment and condition. That's a great story of value for Bill Lapworth and Jensen Marine and not a bad return on a 40-year-old investment for an original Cal 30 owner.

Jensen Marine's marketing copy pitched the Cal 30 as the boat for "the discriminating yachtsman who demands a high-performance ocean racer, the man who would rather sail than maintain a boat, and the sailing family which likes to cruise." Forty-five years later, the number of Cal 30s still plying the water speaks to the enduring success of the design on all three of these levels.

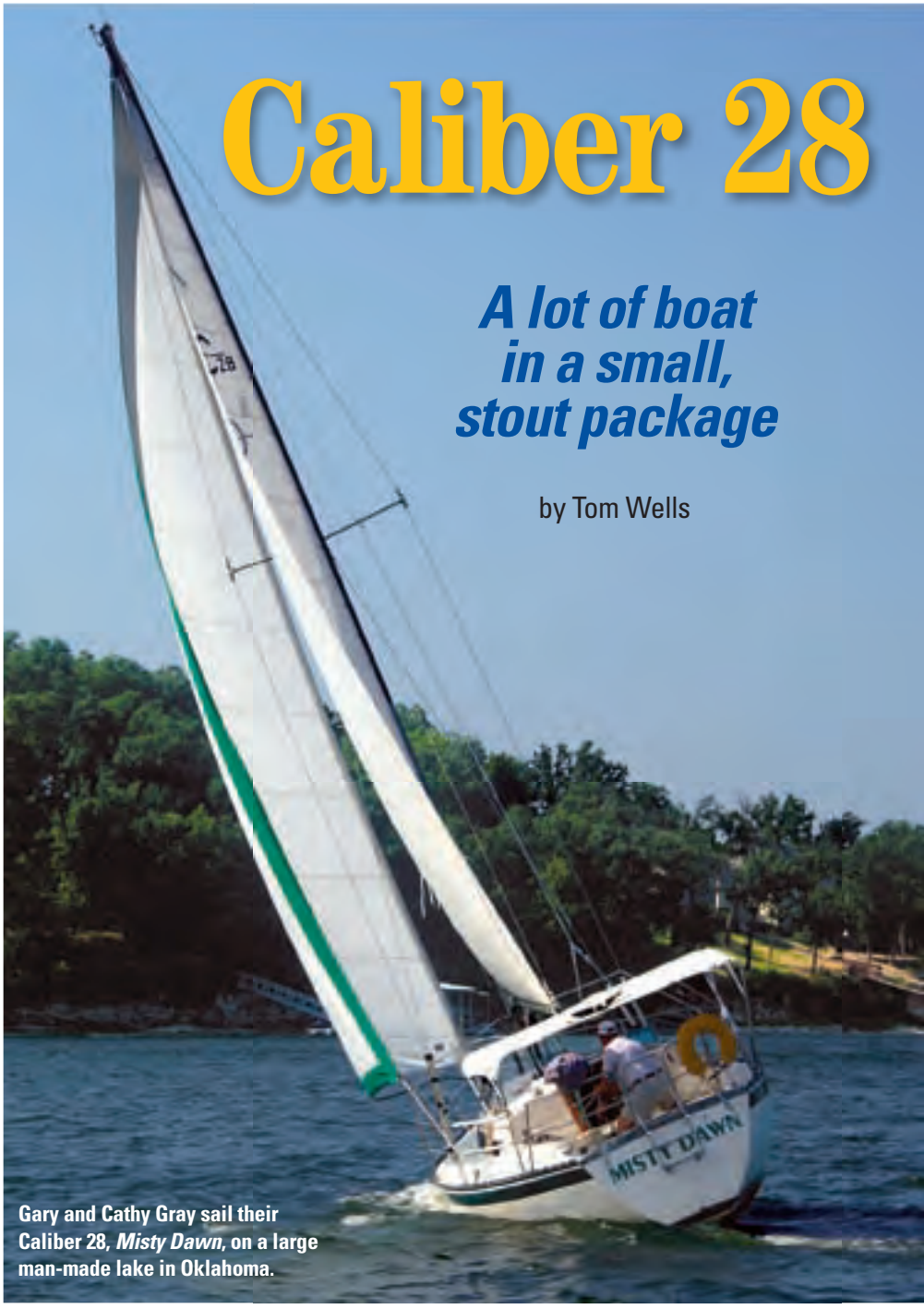
Catspaw was outfitted for long-distance cruising and, like other Cal 30s that have crossed oceans and gone to far-off places like New Zealand, she is eager to head out. Perhaps she will get to do so with her new owner. After 23 years of ownership, Holly has moved on to a new project boat. No surprise, it's another Cal, this time the famous Cal 40.

*A boating writer and photographer, **Zuzana Prochazka** started boating as a kid with trailerboats and waterskiing weekends. For the past 12 years, she has been sailing the West Coast of the Pacific, South Pacific, and Caribbean. She is preparing to go cruising with her husband aboard their 48-foot ketch named* Indigo. *She holds a U.S. Coast Guard Master, 100-Tons License.*

Caliber 28

A lot of boat in a small, stout package

by Tom Wells



Gary and Cathy Gray sail their Caliber 28, *Misty Dawn*, on a large man-made lake in Oklahoma.

Starting a business venture requires nerve and dedication, and the first product must be good if the company is to succeed. George and Michael McCreary proved this when they introduced their first production sailboat, the Caliber 28.

In July 2011 my wife, Sandy, and I traveled to Oklahoma's Grand Lake O' the Cherokees to sail and photograph Gary and Cathy Gray's Caliber 28, *Misty Dawn*. They found *Misty Dawn* in 2009 and brought her to the Grand Lake Sailing Club's marina near the city of Grove. Gary and Cathy live across the border in Arkansas, but after sailing on Grand Lake with friends in 2006 they knew it was where they'd like to keep their own boat.

We met Gary and Commodore Tom White at the GLSC clubhouse and, following a marvelous breakfast courtesy of the commodore, we began our review activities. The GLSC made its race-committee boat available for the photo session.

History

The McCreary brothers founded Caliber Yachts in 1980. Michael — Westlawn trained and with an engineering degree from the University of Michigan — assumed design responsibilities and George used his business degree and skills in marketing to successfully promote the new company. They built their first boat, a Caliber 28, in their garage, but they soon moved into their own manufacturing facility in Clearwater, Florida.

In 1985, the company began producing the Caliber 33. The boat was a success, even in the midst of an economic downturn. The Caliber 38 followed in 1987, and was modified in 1989 by extending the stern to become the Caliber 40. The company introduced its respected LRC (Long Range Cruising) series in 1993 with the 35LRC. This was followed by the 40LRC in 1995 and the substantial 47LRC in 1999. These models are built as passagemakers and are renowned for their solid construction and good sea manners.

As the larger models became more prevalent, Caliber 28 production ended after approximately 48 hulls had been built. The company continues to build the three LRC models.

Construction

In the Caliber 28, the company introduced many of the strong construction methods and techniques it would use in its later models. The hull is a very solid fiberglass hand layup and the deck is cored with plywood, rather than the end-grain balsa used by many other builders. Deck penetrations are all in solid fiberglass. The shallow fin keel is bolted to the hull, but this is the only Caliber model with that type of keel construction. In newer Caliber models, the ballast is encapsulated in an integral keel. The rudder, which is rectangular in shape, is of fiberglass laid up over a

Resources

No website is dedicated strictly to the Caliber 28. Resources include a Caliber discussion list on sailnet.com, another on yahoo.com, and the Caliber Yachts website: www.caliberyacht.com.

stainless-steel armature and shaft. It has a small skeg at its leading edge.

Unlike most builders, Caliber chose not to use interior liners or pans for economy or as a way to stiffen the hull. Instead, it uses its "Multi-Bulkhead Bonding System," in which all bulkheads are taped and tabbed securely to the hull and deck.

To form the "Quad-Seal" hull-to-deck joint, an overlapping deck flange is mated to an inward-turning hull flange with a copolymer tape between them. The system is secured by through-bolting a substantial aluminum toerail, bedded on 3M 5200, to backing plates on 6-inch centers. The joint is then finished on the exterior with a full-length rubrail, also bedded on 3M 5200, that completely covers the joint, and more 3M 5200 is applied on the inside of the joint. Owners have not reported issues with this joint.

Chainplates are solidly connected with through-bolts to a very substantial bulkhead and also to the deck. Shroud forces are transmitted to the deck, bulkhead, and hull as a unit.

Misty Dawn was extremely solid with no sign of movement or deterioration in the tabbing or around the hull-to-deck joint. The overall feel of the boat is very substantial, especially for a 28-footer.

Rig

The Caliber 28 was offered with a masthead rig, and a fractional rig was reportedly available as an option. The aluminum mast and boom are beefy extrusions with a linear-polyurethane paint finish.

"The cockpit is surrounded by generous molded coamings with attractive teak caps."

The upper and lower shrouds supporting the single-spreader mast attach to the chainplates in the middle of a fairly wide sidedeck, but they don't impede passage forward for crew. The split backstay frees center space at the helm and allows for easy installation of a tensioner. For additional support and finer tuning, a baby stay is set up between the mast at the spreaders and the forward end of the cabin trunk.

Mainsail control is achieved with mid-boom sheeting and a traveler that is only the width of the companionway sea hood. That may be too short for some conditions. However, the boom is nicely set up for slab reefing with reefing hooks at the gooseneck. Reefing lines and the outhaul line are run inside the boom.

Standard Barient #12 primary winches were provided for trimming the genoa sheets. A Barient #10 winch is mounted to port on the aft end of the cabin to handle the halyards.

Deck

The deck layout is quite accommodating, with the wide sidedecks and straight cabin trunk allowing crew free movement forward and aft. The full-length aluminum toerails and the heavy grabrails along the cabin-trunk sides provide good security, and the grabrails double as slip protection for anyone working at the mast.

The cabin-trunk sides have a teak eyebrow above the ports. *Misty Dawn* has two opening ports on each side, one forward and one aft, with a large trapezoidal smoked-Lexan port between them to provide light for the saloon. On later models, the trapezoidal fixed ports were eliminated and four opening ports were fitted on each side.

Deck hatches provide good light and ventilation. A small hatch is located over the starboard aft end of the cabin and a larger hatch is on centerline just behind the mast. A smoked-Lexan companionway hatch slides into a sea hood.

The foredeck is spacious and uncluttered. The 19-inch-square hatch over the V-berth lies just forward of the cabin trunk. At the bow, there is a substantial anchor locker with integral drain. Its cover is secured with a stainless-steel barrel bolt. The bow has aluminum chocks mounted just beyond the forward ends of the toerails, and reasonably sized cleats on each side provide solid attachment for docklines and anchor rodes. *Misty Dawn* did not have an anchor roller fitted. Later models were equipped with an anchor roller platform.

The stainless-steel bow and stern pulpits and stanchions support double lifelines for security. There are no lifeline gates; aft sections secure with pelican hooks and can be dropped for boarding. The stern pulpit incorporates a hinged swim ladder that raises and secures to become a part of the rail.

The cockpit is surrounded by generous molded coamings with

The cockpit of the Caliber 28, at left, feels very secure with its stern rail, high coamings, and bridge deck. The foredeck, at right, is unobstructed, and the hatch to the very large anchor locker takes up most of it.

The galley in the Caliber 28 is quite small, at left, but provides an icebox and reasonable storage space. Gary and Cathy have a portable stove that they stow away when they are not using it. The saloon table, at right, folds up against the bulkhead.

attractive teak caps. Two storage lockers and a small cockpit icebox are accessible from the cockpit. The Edson pedestal and its 28-inch wheel are mounted well aft but there is ample space at the helm and the wheel does not hinder side access. The bridge deck is a rare feature in a boat of this size and it shows design consideration for rough conditions. The side seats allow a person of average size to stretch out for a nap, but someone taller may find them a bit short.

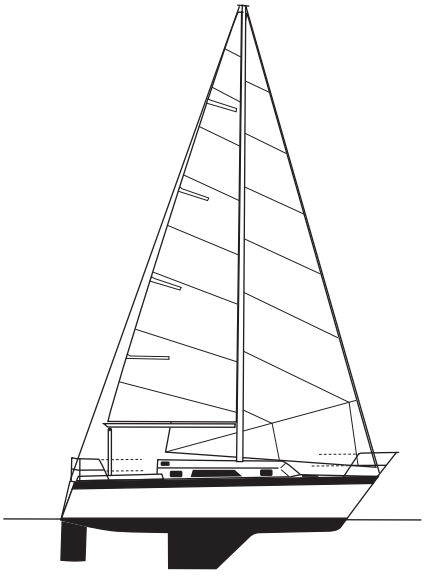
Belowdecks

When you step down into the cabin, you immediately notice the high steps. These are necessary to accommodate the bridge deck, but they're well designed and built for ease of use. You also notice the 6-foot 1-inch standing headroom and the expansive use of rich teak throughout.

The Caliber 28 was available with two interior layouts. The two-cabin layout reserves all space beneath the cockpit seats for storage. The galley in this version is to port of the companionway. A large U-shaped counter houses a sink forward, a two-burner stove along the port side, and the icebox and a storage compartment beneath the aft countertop. The electrical panel is located along the aft bulkhead above the galley counter.

A hanging locker and a large head compartment are located to starboard of the companionway. The head has a marine toilet, a vanity, and an integral shower pan and sump. Pressurized water serves the galley and head from a 25-gallon storage tank.

The saloon has long settees along both sides and a centered table with fold-down leaves. The compression post beneath the mast is at the forward end of the table. The starboard settee converts into a double berth and generous shelves and storage space are outboard above both settees.



Caliber 28

Designer: Michael McCreary
LOA: 27 feet 6 inches
LWL: 24 feet 4 inches
Beam: 10 feet 10 inches
Draft: 4 feet 0 inches
Displacement: 7,200 pounds
Ballast: 3,100 pounds
Sail area: 428 square feet
Disp./LWL ratio: 223
SA/disp. ratio: 18.4
Fuel: 22 gallons
Water: 25 gallons
Holding: 10 gallons (varies)

The V-berth serves as the second cabin and has a solid teak door for privacy. The berth is 6 feet 6 inches long and more than 6 feet wide at the aft end. With the filler panel in place, it can serve as a fairly comfortable double.

A three-cabin option also was offered, and that is how *Misty Dawn* is configured. The galley is still to port but it's reduced in size with an L-shaped counter and the sink is moved aft. There is still space for a two-burner stove and a large icebox compartment with countertop access. The electrical panel is still mounted on the bulkhead aft of the galley.

The real differences begin to starboard of the companionway. An angled partition and door provide privacy for an aft quarter berth that extends beneath the cockpit seats. A seat behind the door provides dressing space. Caliber literature touted the berth as a double, but it would be cramped for two.

The saloon retains settees along both sides, but they are moved aft, filling the space made by the smaller galley and elimination of the aft head compartment. The starboard settee will convert to a double berth, as in the two-cabin model. The table is no longer mounted on centerline but is hinged off the main bulkhead.

The head is forward of the saloon in the space created by moving the settees aft. There's a marine toilet to port, a vanity sink to starboard, and a shower pan and sump amidships. The door to the head is offset to clear the mast compression post, and a door in the bulkhead forward provides privacy for the V-berth, which is basically the same as in the two-cabin model.

The engine is an 18-hp Yanmar 2GM 20F, and the 22-gallon fuel tank gives the boat a fair range under power. Engine access is fair and most service points can be reached from the front when the companionway stairs are removed.

Under way

Gary welcomed us aboard *Misty Dawn* for our test sail on a clear Oklahoma summer morning. The temperature was already in the mid-80s and forecast to rise well above 100, so we were glad to sail while conditions were more tolerable. The 10-knot breeze made it quite comfortable, and off we went to put *Misty Dawn* through her paces.

The boat tracks well and handles easily under power alone, with just a slight amount of helm correction required to hold a straight course. The engine and standard two-blade prop drive the boat easily to near hull speed.

Some prop walk to port is evident when backing under power, which is not unusual. However, with judicious use of the throttle, it's possible to achieve good control in reverse once the boat has gathered enough sternway to make the fairly large rudder effective. It's important not to release the wheel while backing as that could cause the rudder to slam over against the quadrant stops.

The first thing I noticed when under sail is that the Caliber 28 doesn't feel like a 28-foot boat. It has the solid feel and firm tracking of a much larger craft. This may be partly due to the solid construction and fairly long fin keel.

Feedback through the wheel steering was a bit muted, as expected, but after a bit of time at the helm, it was easy to feel the boat respond to changes in the wind. We started off on a reach and she accelerated nicely to around 5 knots. We made some minor trim adjustments and gained speed. The genoa tracks could be somewhat longer, but for most sailing conditions they'll be fine.

The nice breeze gave us a chance to test windward performance. This is not a particularly weatherly boat but it does well enough, pointing up to around 40 degrees apparent wind. Trying to point any higher than that resulted in loss of speed and the need to foot off.

The boat tracks very nicely with the keel and rudder configuration and showed no tendency to round up even in occasional puffs. There was just a bit of vibration in the helm at times, and Gary told us he'd lost the fiberglass fairing strip that mounts at the leading edge of the small skeg.

We encountered some large powerboat wakes that simulated higher sea conditions. The boat took them in stride and it appeared that she would not pound much if sailed in a seaway.

While the Caliber 28 is not a racing boat, some owners have apparently competed in local fleets. PHRF New England shows a rating of 186 for this boat, and in the same fleet the Catalina 28 and Hunter 28.5 both carry a 183 rating. Comfort and solid construction don't usually translate into great success around the marks, but the Caliber 28 can be competitive and look good doing it.

Conclusions

The Caliber 28 offers solid construction, good seakeeping qualities, and comfort in a fairly small package. You may not win many races with this boat, but you're going to arrive in comfort and have fun on the way.

Although the production numbers for this boat are fairly low, two were on the market in Florida late in 2011. Both were listed at asking prices of $19,500 and, given the quality and seaworthiness of the Caliber 28, this is likely a reasonable figure.

Tom Wells is a contributing editor with Good Old Boat *(and his musical contributions 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.*

The spacious V-berth, above, is common to both layout alternatives. Light enters through a hatch in the foredeck and an anchor locker is recessed above the foot of the berth. In *Misty Dawn*'s three-cabin layout, the marine toilet is to port, at left, and the vanity is to starboard, at right. Under the cabin sole between them is a shower tray.

Catalina 30

Thirty years, 7,000 boats, and still going strong

by Bob Brintnall

30-year-old Singlehull White Fiberglass: Looking for a little TLC. Much to offer in return.

The Catalina 30s have turned 30. These fine coastal cruisers are fun, family oriented, relatively cheap to maintain, easy to handle, and responsive. Anyone in search of more boat for less money should look them over. The Catalina 30 is the great in-between boat. Not the boat to sail away forever, perhaps, but a good boat to own and sail until then. And this boat has a price and resale history that will allow those sailaway goals to remain as a solid plan, instead of just a daydream.

An early Catalina 30 offers many advantages, but number one is value. A 1970s-era boat needing a bit of care is usually available for less than $15,000, with many around $12,000. How cheap you should go depends on how handy you are…and how lucky.

There are three basic areas to consider when looking for a boat of this vintage: sail-ability, repair-ability, and resale-ability. The early Catalina 30s measure well in all three.

Sail-ability

You have to look at sail-ability in a 30-foot cruiser as part of compatibility. Every boat does something better than some other boat…and something worse. You need to know what you want and what kind of sailing you're going to do. Then mark your personal spot on the balance beam between performance and comfort, heavy weather and light air, liveaboard cruiser and racer, and so on.

The Catalina 30's reputation as a large boat has overshadowed its performance characteristics, especially when matched against its peers. The first Catalina 30s introduced in 1974 and '75 won victories at the popular Marina del Ray-to-San Diego and Newport-to-Ensenada races. At the time it was built, the boat had it all: big and fast. Over the next two decades, production designs by its competitors eventually moved the relatively unchanged Catalina 30s to the less sprightly side of the performance line. However, the boat's room below was still the standard to beat. Now, 30 years and 7,000 boats later, no one lists the Catalina 30 as an extremely fast boat, but it is still considered a big boat for its size and your money.

When it comes to comparing good old boats, you have to stir the waters lightly. Every sailor loves his baby, and there always exists one perfect set of conditions and sail plan that somebody's baby can hold better than most. The Tartan 30 that came out in 1979 was a faster cruiser than the Catalina 30, but it was also 10 inches narrower and a ton lighter with a smaller, less comfortable cockpit. The Catalina

***Black Magic*, a 1984 Catalina 30 Mk I owned by Paul Sharrow, this page. *Rootless* (from the bow) and *Blest*² (cockpit visible), on facing page. *Rootless* is a 1984 Mk I owned by Mike and Carol Morris. *Blest*² is a 1975 Mk I owned by Chick Marentette.**

> **“Ability to upgrade is a big plus for the Catalina 30, due mostly to its unprecedented production run.”**

could beat the 1970s-era Hunter 30s. I've solidly beaten Islander 30s and Pearsons of similar vintage with my old Catalina, just as I have been beaten by them. I would also consider Dufour and Seidelmann boats of the period to be peers in performance, though I would give advantage to the Catalina 30 in ease of management and stability.

After reading a dozen or so reviews of the Catalina 30's sailing characteristics, I find the common elements are these: a solid boat in heavy weather, doesn't want to heel, slow in light air, good in a strong breeze, designed to have a spinnaker for running off the wind (in review code this means that without a spinnaker she doesn't run so great), points surprisingly well (especially with a bit of a blow), handles well in the marina, no prop walk.

In my own experience, I have found that the boat sails well when rigged well, it does indeed point much better than I expected, and its inherent stability makes cruising spinnakers easier to fly.

Repair-ability

Repair-ability is one area that grows in importance with time. The new boat buyer seldom looks at an engine compartment and wonders how much fun it would be to yank the devil out or whether a glassed-in gas tank would have to be moved to replace the water hose fitting beneath it. However, the suitor for an old boat must add extra weight to the repair-ability factor and consider its three variables: upkeep, upgrades, and major repairs.

All boats need upkeep; the older they get the more they need. The Catalinas have pluses and minuses in this area and, by my math, come out about even. The old gelcoat is a minus. It cracks at corners and gets porous, making it hard to clean. The bilge is not finished particularly well and has many nooks and crannies to trap bilge crud. Windows are a minus: the frames are lightweight and annoying to remove and re-caulk. The electrical fittings and wiring are a slight minus. The fittings were cheap and hard to get at. Worse, over the years add-ons and re-routes have made the whole mess a mystery, as it is in most old cruisers.

Engine accessibility is a powerful plus. No matter which engine you have, it's fairly easy to get at. Try replacing a distributor on the Atomic 4 in an Erickson 32 of this vintage or its equivalent and you'll really appreciate the Catalina 30's engine accessibility. The battery compartment is a plus; it's big and sturdy and easy to work with. No marine head deserves a plus rating, but I've had fewer problems with my old Catalina 30's head than with the other cruisers I've owned. Interior wood scores even — the mahogany drawers, shelf rails, and trim are nice, but the table, counter, and bulkhead are pretty blah. I might be too hard on the Catalina 30 by scoring it even overall on upkeep. The minuses are pretty minor and mostly cosmetic. Good engine accessibility is more important.

Ability to upgrade is a big plus for the Catalina 30, due mostly to its unprecedented production run. Need a gate stanchion? A screened hatchboard? A dodger frame? A cockpit table? No problem. You can buy many items right from the manufacturer. With 7,000 boats produced and many active owners' associations, many new and used parts are available.

Larger bolts

The factory upgrades that came out in the early boats include stainless-steel keel bolts starting around October 1977 and larger chainplate bolts and a new rudder in December 1978. Many of the early boats were tiller-steered but most have been modified to wheel steering.

The upgrade that most affects a boat's value is a diesel engine over the Atomic 4. However, be careful. To buy a boat with an Atomic 4, replace this with a diesel, and expect to make coinage on the resale is a pleasant fantasy that can lead to disappointment. If the

Windancer's **interior with original cushion fabric and the dinette layout, above left.** ***Windancer*** **is author Bob Brintnall's 1976 Mk I.** ***Santana*****, above right, is a 1991 Mk II with a newer interior décor and cabin layout, owned by Terry and Sheila Brown and their two cats, Murphy, pictured, and Molly, who has her own special cat shelf nestled under the starboard cockpit coaming.**

block is good on an Atomic 4, there's no reason not to keep it. The engines are dependable and very fixable. If the block goes, consider replacing it with a diesel and try to get a decent used or rebuilt one. Even then, don't expect to get every penny back unless you can do the installation yourself and do well finding a used replacement.

Major repair is the scariest part of repair-ability. I have found that sometimes a boat sagging on a cradle with soft decks, a hole in the bow, and a grapefruit growing out of the keel is just too cheap to resist (see "Confessions of a Bottom Feeder," May 2006).

When you calculate major repair into a boat project, you are always taking a gamble. But if the boat is a Catalina 30, your odds improve. The main structural joints and glasswork — hull, deck, propeller-shaft strut seat, toerail joint, keel joint, and so on — were solidly built. Its glass is heavy and it's not prone to blister. Need a new keel, rudder, or mast? The 7,000 boats that have been built greatly increase the chances of finding major repair components in salvage or new.

Wondering if anyone has ever fixed what you're about to attempt? They have, and a bunch of them are more than ready to talk about it. Tech support archives, owners' forums, even the company itself will provide you with more information than you will know what to do with. But wade carefully; just because someone writes something on the Internet doesn't make it true. For the well-researched information on sailboat restoration, stick to magazines like *Good Old Boat*.

Catalina 30 Mk I

Designer: Frank Butler
LOA: 29 feet 11 inches
LWL: 25 feet 0 inches
Beam: 10 feet 10 inches
Draft: 5 feet 3 inches,
4 feet 4 inches (shoal)
Displacement: 10,200 pounds
Ballast: 4,200 pounds
Sail area: 446 square feet,
505 square feet (tall rig)
Displ./LWL ratio: 292
SA/Displ. ratio: 15.2

Resale-ability

The name Catalina is one of the few still left from the 1970s. Many will argue that the name of the manufacturer adds value to a boat, though I would generally argue that such value should be highlighted by the seller and ignored by the buyer.

However, a Catalina 30 has name recognition beyond the company because, in no insignificant way, the boat is one of the reasons the company has stayed at the top while others faded. Looking for another endorsement? In 2001 the Catalina 30 was inducted into the American Sailboat Hall of Fame. This honor mentioned excellent design and production ingenuity . . . a boat whose "sheer excellence has made the sport of sailing better." This is certainly a marker worth mentioning in any sales pitch.

In 2006, NADA put a 1976 Catalina 30 with gas engine and minimal equipment at a low retail of $11,000 and an average of $13,000. When running these numbers, however, you must remember that no matter what you tell your significant other or even yourself, boats are not really investments. The wise money doesn't truly expect to grow; the goal is to minimize expense and have as much boat as possible for every dollar spent.

With this more realistic philosophy in mind, buying an older Catalina 30 offers reasonable hope that you might actually do something spectacular. You could get back what you put in when you sell. While it may not sound like a very impressive accomplishment, just

> **"When you calculate major repair into a boat project, you are always taking a gamble. But if the boat is a Catalina 30, your odds improve."**

try it with a boat built in the last 10 years.

The only downside to Catalina resale is competitive comparison. Anyone looking at a Catalina 30 will easily have the opportunity to look at several. If you're selling, you'll want yours to stand tall with its peers. Shine the brightwork, oil the teak, clean the bilge, and have the boat primped for every showing.

Cruising course

Last summer I was allowed to take a four-day American Sailing Association (ASA) cruising course for free. My classmates flew in from around the country and abroad to take this course. My impressive classmates included two PhDs, a well-known clergyman, a former Olympic wrestler, even a vegan musician. The captains were sailing legends. But when I arrived at the dock my heart swelled to see some old friends. All four boats used for this fairly intense accredited cruising course were Catalina 30s.

The Mark III my group sailed on looked like a very different boat than the much earlier version I own. The cockpit was sleeker with a walk-through transom. It had built-in catbird seats. The diesel was shiny and new, the woodwork was fabulous, the hanging glass rack added class, the extra deck hatches added light and air. But the boat sailed the same, which means it sailed great. And I think my old front V-berth trapezoid with its 1970s-era gold-and-brown twill would have fit right into the Mark III's luxurious blue crushed-fleece V-berth cushions.

Bottom line: The difference between a fine 30-year-old Catalina 30 and a fabulous newish Catalina 30 Mark III isn't as much as you think, unless you're thinking dollars.

So if you're looking for a loving relationship with a good old boat, make a few dates with an early Catalina 30; it might just be your perfect match.

What to look for

If you've read its profile, like its picture, and now want a personal meeting to see if the boat holds any magic for you, here are some things to look for:

Before you check out any boat, try to get all the information you can. Find out if the rig is tall or standard or has a bowsprit. The early boats were sold in all configurations. Ask for the hull number. If it's below 400, find out if the icebox is front- or top-loaded, whether the keelbolts are stainless or mild steel, and if the rudder has been upgraded.

With a hull number, you can go online to the Catalina 30 Yacht Owners Association and learn where other boats of the same vintage are today, who owns them, how they're equipped, and what their owners think of them. Expect some bias.

Now it's time to meet the boat. I always start on the deck. Do the soft-shoe two-step slowly around the top deck; shift your weight and look for movement, especially near add-on fittings. However, don't expect to find much deck rot on a Catalina 30; the boats weren't prone to it. Also check the deck for stress at the shroud and chainplates; some owners claim the seats underneath were a little weak. You can expect some gelcoat cracks at the corner molds, especially in the cockpit. And the cockpit lockers had weak hinges, which have either been replaced by the time the boat is 30 or are broken/about to break.

After the deck, I check the rigging. A Catalina 30 is as likely to have chafed shrouds and bad turnbuckles as any other oldish boat. Look the mast over but don't worry too much about it. It's basically an aluminum tree trunk; don't expect that you and your buddy will be able to move it. The split backstay is usually adjustable; check the rigging and rope carefully before you erect that tree trunk.

Give a tug

In the cabin give a little tug on the wooden shelves and cabinets to see if they move. If the owner is not watching, tug hard. Make sure to check whether the glassed-in gas tank looks like it has ever been removed, verify metallurgy of the keel bolts, and look for leak chase, especially aft of the bilge and around the gas tank, even more particularly if the gas tank looks like it has been removed and reseated. (Leak chase is the odd placement of various epoxies along the glass edges of the bilge, strut post, glass seams, or any odd place. Like gum under a school desk, the color and placement may seem random, but it's all a bad sign.)

You want to hear the engine run from a cold start. Check the engine before the test to ensure the block is cool. Check that the Atomic 4 doesn't run hot, idles well, and doesn't stall under load. The diesels are all about compression, but it's a good sign if it'll start cold with relative ease. Take note of excessive run-on at shutdown.

Below the waterline, look for blisters, bad through-hulls, keel bulge, loose strut fittings, and the Catalina smile, a condition of cracking glass making a line forward on the keel at the keel/hull joint. Don't worry too much about the smile, but don't buy a boat with a keel bulge. If the strut's obviously loose, get the price lowered at least $500. You shouldn't find many blisters or bad through-hulls; if you do, point them out as possible price reducers.

You never know what you'll find in an old boat; that's part of the mystery, so check everywhere. Mine had a very cool two-bottle wine rack hidden in the recess of the port cockpit coaming, above the aft galley counter. If the boat were not in such disrepair that I had been forced into every odd nook and cranny, I never would have found it.

"30-year-old Catalina 30, easy going, good values, loves the water. In search of caring owners full of TLC and FUN."

Treat it well, and it'll do the same for you.

Bob Brintnall is a teacher and writer who sails in the neighborhood of Traverse City, Michigan, and beyond. These days he's sailing Windancer, *a Catalina 30, but he's always stalking the boatyards, classified ads, and rumor mills for the next great adventure.*

Resources

Catalina 30 owners' group
<http://www.Catalina30.com>

The Capri 30's gentle sheerline gives it a timeless beauty. The large cowl vents on Dorade boxes, plus fairly large opening portlights, provide for above-average ventilation below. Lake Michigan sailor, Jack Klang, takes great pride in the sailing performance of *Hells Bells*, his Capri 30.

Chris-Craft Capri 30

One of just a handful of sailing Chris-Crafts

by Jim Shroeger

The Chris-Craft Capri 30 is a Sparkman & Stephens design built by the Chris-Craft Boat Company for only two years: 1964 and 1965. Not as well-known as the so-called Indian series — Pawnee 26, Cherokee 32, Apache 37, and Comanche 42 — only 60 Capri 30s were built. Probably none of them would have existed had it not been for the involvement of the keen sailor Cornelius Shields, whose NAFI Corporation became a majority stockholder in Chris-Craft in 1960. Other models included the Shields One-Design, and the 35-foot center-cockpit Caribbean motorsailer, the last of the Chris-Craft sailboats in production. The company ceased producing sailboats in 1976.

Design

The Capri 30 sports a gently curving sheerline that rises forward and, to a lesser degree, aft. The low point is about two-thirds of the way aft, the classic treatment. It works naturally with the spoon bow and modest overhangs. The overall effect is a pleasing, seaworthy, and traditional hull form.

The boat is configured with a full keel and a centerboard that is raised and lowered using a winch mounted alongside the companionway ladder. The rudder is large, attached directly to the trailing edge of the keel, and controlled by a tiller mounted in a hooded housing aft of the cockpit.

Shoal draft of 3 feet 9 inches with the board up makes the Capri 30 a great gunkholer. A somewhat generous beam of 9 feet 8 inches gives her form stability to compensate for the shoal draft.

Displacement is fairly heavy, with a displacement-to-waterline length ratio of 335. That, coupled with a fairly small rig (sail area-to-displacement ratio is just 14.7), means the boat is not going to be quick in light winds.

Construction

The Capri 30 was built in the 1960s, when fiberglass boats were still somewhat experimental, and is solid and strong. The reinforced fiberglass hull thickness is ¾ inch at its thinnest and approaches 1¼ inches near the keel. The common practice today is to core the hull with end-grain balsa wood or foam to improve stiffness and reduce weight, but that didn't happen on a wide scale until the 1970s. Decks, however, often were cored with plywood squares or end-grain balsa; the latter was used in the Capri 30.

All chainplates are heavy stainless steel and bolted directly to integrally molded fiberglass knees. The Capri 30 has a 20-gallon galvanized fuel tank plus a 32-gallon freshwater tank. The ballast is lead and the centerboard is steel. The hull-to-deck joint is fastened with stainless-steel screws on 6-inch centers.

On deck

For those working the boat or relaxing at anchor, the Capri 30 will seem spacious. The sidedecks are extra wide and uncluttered. In the cockpit, there are two large lockers, one under each of the bench seats.

Chris-Craft Capri 30

Designer: Sparkman & Stephens
LOA: 30 feet 00 inches
LWL: 25 feet 00 inches
Beam: 9 feet 8 inches
Draft: 3 feet 9 inches, board up
7 feet 2 inches, board down
Displacement: 11,740 pounds
Ballast: 4,000 pounds
Sail area: 476 square feet
Displ./LWL ratio: 335
SA/Displ. ratio: 14.7

The stanchions are stainless steel and firmly attached to the bulwarks. The Capri 30 has 6- to 8-inch bulwarks around the entire deck, capped with a teak toerail that adds a nice finishing touch.

The decks are color-impregnated grey with molded-in non-skid surfaces. The deck joinerwork is mahogany, a wood trim that requires more protection than teak.

All deck hardware is extra-heavy chrome-plated bronze, with two 10-inch mooring cleats forward and two 8-inch cleats aft. The cockpit is self-bailing and constructed of a one-piece reinforced fiberglass unit with molded-in non-skid. The two sheet winches are molded into the cockpit coamings. All fiberglass deck and cockpit components feature molded-in color. *Hells Bells*, our review boat, proved to be an easy boat to work on and a pleasure to sail.

The rig

The original specifications for the Capri 30 show a mast height of 42 feet 11 inches from DWL. She carries a masthead rig with 476 square feet of working sail. The mast is stepped on the coachroof and supported by three sets of shrouds in addition to the forestay and a single backstay. The 14-foot boom has a roller-reefing system and is controlled by a mainsheet that runs to a set of blocks mounted aft of the rear cockpit coaming. With this setup, the mainsheet is out of the way of all cockpit activities.

Sail sizes are: 150 percent genoa, 330 square feet; 100 percent genoa, 226 square feet; working jib, 108 square feet; and the main, 250 square feet.

The standing rigging has a lightning ground system that connects it to two Dynaplates in the hull with the hope that electrical charges will pass to water (ground).

A short sailtrack to control all headsails is located atop the toerail at each side, just forward of the cockpit coaming. *Hells Bells* is set up with a roller-furling headsail. Her owner, Jack Klang, has added a nicely turned-out anchor platform that lends a traditional nautical touch to the bow. The Capri is set up with two #2 bronze sheet winches and one #3 mainsheet winch. It also carries

Hells Bells **has a nicely crafted teak bow platform with anchor rollers, at left; this is a common upgrade as it keeps the anchor from hitting the stem, usually when being retrieved. Note the high, teak-capped bulwarks. Facing page: The dinette, at left, converts to a double berth, though it looks more comfortable as a single. The head, at right, is tight, but adequate, with a vanity, mirror, and some stowage.**

the standard spinnaker setup with pole, topping lift, and halyard. The backstay on his boat is insulated so it can serve as a radio antenna.

Belowdecks

The Capri 30 has the standard 1960s layout with an amidships dinette on the port side. The V-berth was listed as a "private stateroom" by Chris-Craft in a brochure printed in 1964. Quoting from that document, there is a "…lounge berth to starboard with a convertible dinette to port. Large storage lockers under each berth. Berths trimmed in varnished mahogany. Joinerwork of painted plywood with varnish trim. Forepeak rope locker and hanging lockers with high-pressure laminate covered shelves. High-pressure laminate galley countertop with closed locker space under galley. Dish locker varnished, large top-loading insulated icebox, and stainless-steel galley sink. 32-gallon fresh water supply with chrome-plated galley pump fixture. Complete molded headliner with molded-in duct accessible for routing wiring. Full-length floor hatches…"

There are two opening portlights for ventilation port and starboard in the main cabin, two small non-opening ports mid-cabin, and two larger non-opening ports aft in the main cabin, all serving to create an airy atmosphere belowdecks.

In addition to these standard features, *Hells Bells* has received some very nice interior and exterior improvements over the years, thanks to Jack Klang. Jack created a new oak and mahogany sole in the main cabin. He also insulated the V-berth area, installing an ash ceiling to give the forward stateroom a warm and cozy atmosphere. Another improvement included new curtain rods and brackets to give the main cabin a homey touch. The forward hatch was rebuilt from mahogany, as were the cabintop grabrails. Finally, the main cabin is adorned with two cowl-style ventilators mounted on mahogany Dorade boxes.

> "*Hells Bells* has received some very nice interior and exterior improvements over the years, thanks to Jack Klang."

The main living area features a whopping 6-foot 3-inch headroom in the main cabin and a respectable 5-foot 11-inch headroom in the forward cabin.

Underway

The Capri 30 was conceived as a family cruiser for coastal adventures. The full keel/centerboard design makes for easy sailing, stable performance, and shoal draft. The large cockpit is a delight for the family sailor as well as for the solo adventurer.

Jack has all running rigging led aft, so boat- and sail-handling chores are easily accomplished from the cockpit. The roller-reefing genoa and jiffy-reefing system for the mainsail make sail changes — particularly sail reductions — a snap.

While *Hells Bells* may not be the fastest horse in the stable, she certainly is one of the more reliable in most weather conditions. Having sailed on this boat frequently, I can honestly say that I feel much more at home on *Hells Bells* than on some of the newer, lighter, and more modern yachts produced lately. The high freeboard (almost 4 feet forward) makes the Ca-

pri a dry cruiser. The full keel assures good tracking but makes tacking a bit of a challenge as she is slow to answer her helm.

Also, maneuvering in harbors is daunting. To compensate, Jack has developed several "fun with ropes maneuvers," which make getting *Hells Bells* out of her berth somewhat more predictable. If you attend a Strictly Sail boat show, stop by the Quantum Sails booth to see one of Jack's popular presentations. He can do amazing things with ropes and boats and shows other sailors how. His full-keel Capri made the development of those skills a necessity.

The original power plant in the Capri 30 was a 30-hp Gray Marine Sea Scout that displaced 91 cubic inches. Due to several incidents and mechanical misadventures, Jack replaced the Gray with a Yanmar diesel several years ago.

Things to check

As all Capri 30s are more than 40 years old, there are many things to check if you're in a buying mood. The best and probably only way to complete a reliable check of a Capri 30 is to have a professional survey done. Prior to purchase, the surveyor who inspected *Hells Bells* revealed a spongy section in the deck forward, several leaks around portlights and ventilators, and several other small items that were in need of attention. All in all, for a gal going on 42 years old, *Hells Bells* came through a more recent 2007 survey with flying colors!

A cautionary reminder: because of her full keel, always be aware of the Capri 30's slow turning capability. Given a bit of practice, this is a skill that can be mastered.

Conclusion

The Chris-Craft Capri 30 is a sturdily built coastal cruiser that is well suited as a family cruising yacht. As the Capri 30 is approaching its golden anniversary, potential buyers are advised to have a professional survey completed

before assuming ownership of any of these boats. However, do not let age deter you from considering a Capri. They are well built, sound, and have many sailing years left in them.

Capri 30s will bring prices between $12,000 and $20,000, depending on condition and equipment aboard. With only 60 Capri 30s built, the most difficult thing about these boats is finding one for sale.

Jim and Barb Shroeger have spent the last three years renovating Sundew, *their 1978 Watkins 27, for a three-month circumnavigation of Lake Michigan and Green Bay this summer. They will be accompanied by Ellie, their Llewellin setter.*

The cockpit is well laid out by a sailor who likes to have everything close at hand: VHF radio on a swing-in mount, and storage pockets where they're needed.

Hells Bells and her captain

"Hells Bells! *What* has Wells done *now*?" When a World War II Air Corps commander issued this lasting quote, he was referring to Bill Wells, a pilot who was continually in trouble and seldom returned from a combat mission with his plane entirely intact.

For his part, Captain Bill Wells swore that if he actually survived the war he would buy a sailboat and name it after his nickname: *Hells Bells*. He did survive, of course, and that sailboat, a Chris-Craft Capri 30, is now owned by another rather well-known captain, Jack Klang.

In a 60-year sailing career, Jack has cruised more than 25,000 miles on the Great Lakes; he became a licensed captain at the age of 18, and was a successful charter captain and youth cruising charter manager, running charters for six years between Traverse City and Mackinac Island on northern Lake Michigan. During that time he worked with more than 200 youngsters, many of whom have maintained an interest in sailing sports or are now actively racing or cruising.

One achievement that Jack is particularly proud of is the USYRA Rescue Medal, which he was awarded after assisting a boat in distress in high winds and seas. USYRA, the United States Yacht Racing Association, is now known as US Sailing. At the time of the rescue, Jack was captain of a 40-foot charter boat that was just arriving at Suttons Bay Marina, on Michigan's Leelanau Peninsula, when a storm blew up with winds gusting to more than 50 miles per hour. Upon arriving at the marina, he and his crew of four noticed that a Hobie Cat was having difficulty and was soon capsized. Jack turned his vessel back into the storm to rescue the three sailors who had been aboard. In spite of high winds and seas, the rescue was successful.

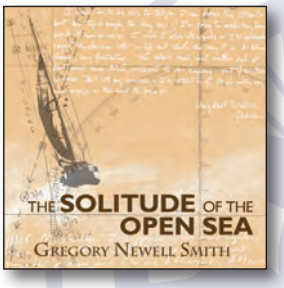
These days, Jack is the host of boat show seminars on boating safety and sail handling, sponsored by Quantum Sails. He has created a giant floor game that makes it easy to visualize the points of sail, right-of-way, and the common-sense seamanship topics he covers. To this he adds a clever sail-trim and sail-handling demonstration model that also draws crowds.

Jack has authored a book on safe boating and seamanship, which is available at his presentations, and he is creating a DVD that will include all the material in his book plus additional information on docking and line handling. You can find these at <http://www.captainjacksailing.com>.

Circumnavigations
and other true sailing tales!

Legendary sailor John Guzzwell narrates the adventures he had while circumnavigating in *Trekka*, the 20-foot yawl he built. This is a must-have release for all who now follow in his wake and those who dream of doing so.

John Guzzwell:
Trekka Round the World



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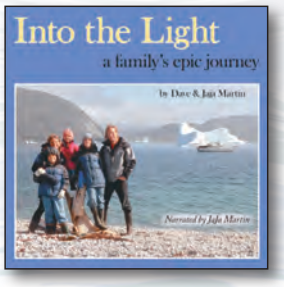

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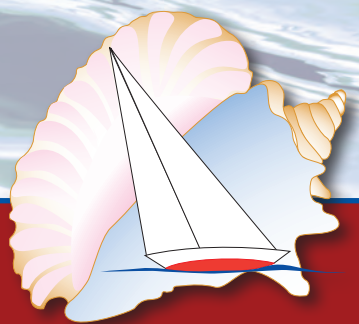
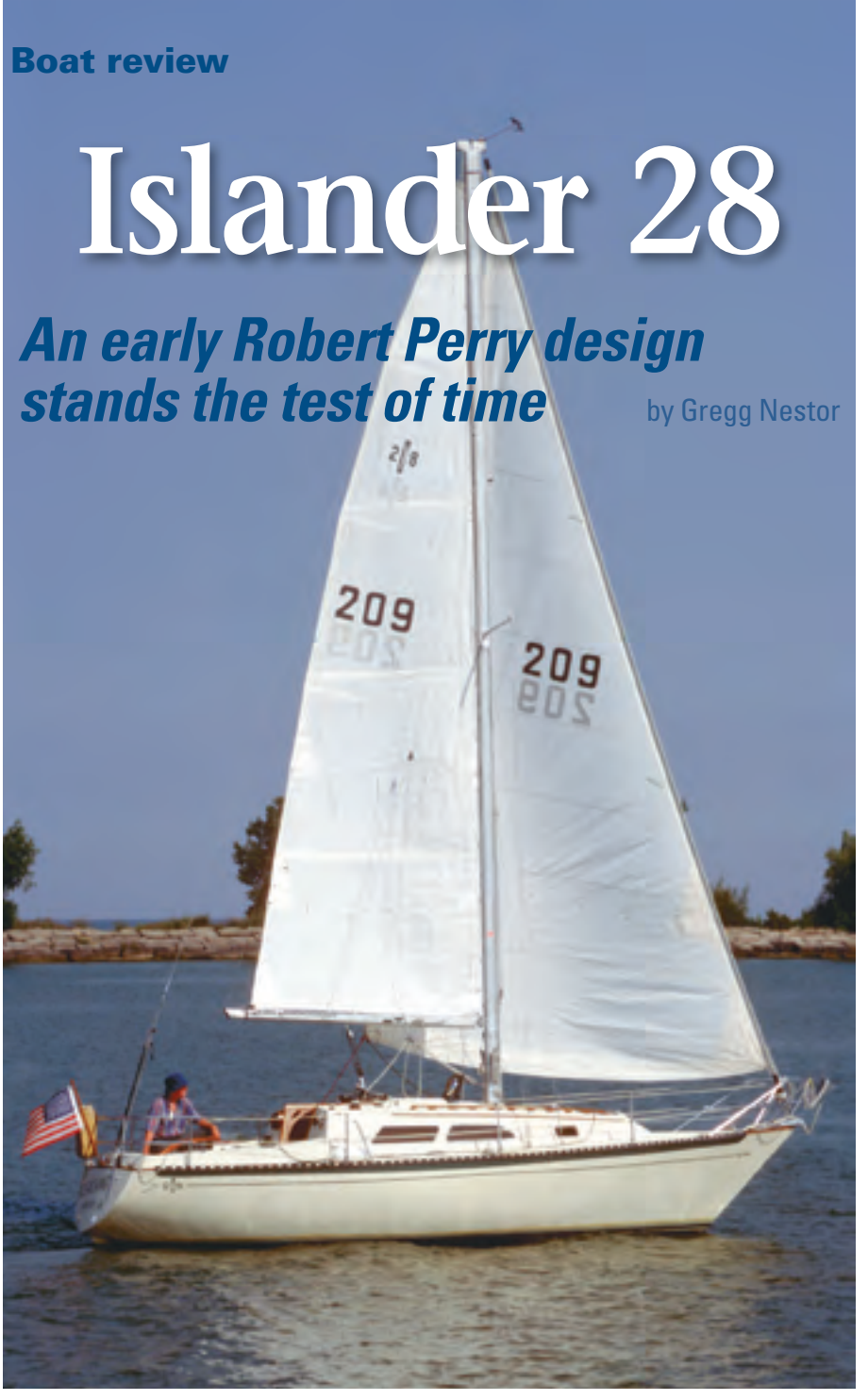


www.AudioSeaStories.com

Islander 28

An early Robert Perry design stands the test of time

by Gregg Nestor



Reaching, an Islander 28 owned by Dave Vance, ghosts along, at left. The raked bow, flattish sheer, and reverse transom still look good today. The slotted toerail is handy for fastening snatch blocks anywhere you want them.

Islander 28

Designer: Robert H. Perry
LOA: 27 feet 11 inches
LWL: 23 feet 1 inches
Beam: 9 feet 10.5 inches
Displacement: 7,000 pounds
Ballast: 3,300 pounds
Draft, deep: 5 feet 3 inches
Draft, shoal: 4 feet
Sail area, tall (std): 361 square feet
Sail area, short (opt): 326 square feet
Displacement/LWL: 204
Sail area/Displacement: 16.3

Around 1975, Robert Perry drew the lines of the Islander 28. And as critical as he is of his own work, he nevertheless considers it to be one of those rare designs that has surpassed all his expectations. The boat was in production for 10 years.

With a finely raked bow and a reverse transom, the hull has relatively short overhangs. To please the eye, there is a subtle sheer and a cabin that carries its lines and that of its portlights' delicate teak eyebrow trim piece harmoniously out to the stemhead. The maximum beam is well aft and there is a good amount of flare to the topsides. These last two design elements work together to ensure light displacement and minimum wetted surface. The reverse transom is wider than the normal International Offshore Rule (IOR) transom, which was popular at that time. In doing this, Bob created a more comfortable cockpit and added power and reserve stability.

Under water, the leading edge of the deep (5 feet 3 inches) fin keel is raked aft. In addition to the deep-keel version, the boat also was offered with an optional 4-foot shoal draft keel. On both versions, the semi-balanced rudder is faired into a partial skeg. This arrangement results in better response and tracking.

Construction

The construction of our review boat, *Reaching*, owned by Dave Vance, of Thompson, Ohio, is typical of the 1970s. The hull is a solid, hand-laid laminate of fiberglass and polyester resin. To add stiffness and compression strength, the deck is cored with marine-grade plywood. This sandwiching is especially beneficial for all walking surfaces, including the cabintop, sidedecks, and cockpit sole, where the weight of crew otherwise might cause oilcanning.

The hull-to-deck joint is an inward-facing flange that is chemically bonded and mechanically fastened, incorporating a slotted black anodized aluminum toerail.

The keel is externally mounted and the 3,300 pounds of ballast is lead. The first Islander 28s had a 5-foot keel and carried 3,000 pounds of ballast. They were thought to be a bit tender. After adding 300 pounds of lead and increasing the draft by 3 inches, stiffness improved significantly. The rudder post is sleeved in a fiberglass tube that incorporates a zerk fitting for lubrication of the bearing.

There is no fiberglass pan bonded in-place, instead the interiors of the Islander 28s were built in. The bulkheads are marine-grade plywood with teak veneers and are tabbed to the hull. Portions of the hull that are exposed are covered with a padded vinyl liner. Overhead is a zippered vinyl headliner backed with foam insulation. The zippers are strategically located to make it possible to reach through-bolted deck hardware and electrical wiring.

Deck features

A single anchor roller is incorporated in the boat's stemhead fitting. And to accommodate some chain, a reasonable length of nylon rode, and possibly another anchor, there's an adequately sized anchor locker built into the foredeck. With the forward mooring cleats mounted outboard, the foredeck is free of toe-stubbing fittings and feels quite expansive. For a boat of this size, the sidedecks are generous at an average width of 17 inches.

The cabintop features a tinted acrylic forward hatch that is flush-mounted, a pair of full-length teak handrails, and a molded-in sea hood. For additional ventilation and light, our review boat was fitted with an optional tinted hatch over the saloon. A total of six portlights are mounted in the cabin trunk. The forward two are small, but able to open; the aft four are significantly larger, but fixed.

Other noteworthy deck features include a handy pair of breast cleats amidships, a substantial full-length slotted toerail, and double-rail bow and stern pulpits with dual lifelines.

The cockpit, at 6 feet 2 inches long, allows off-watch crew to lie down. It lacks, however, a bridge deck with which to keep a flooded footwell from spilling below. The generously large companionway and two relatively small scuppers exacerbate this potential danger. On the plus side, the absence of a bridge deck makes it easier to step below. The compromise solution is to sail with at least the lower weather board in place, positively secured with deadbolts or some other mechanism.

The cockpit coamings are straight and a foot high. They offer reasonable back support and good bracing when the boat is heeled. For stowage, there's a large seat locker on the port side.

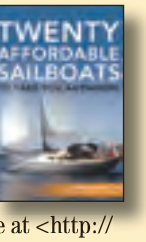
Tiller steering was standard, with wheel steering offered as an option. The auxiliary engine's instrument panel is situated low on the inside of the transom and may be subject to water damage.

Belowdecks

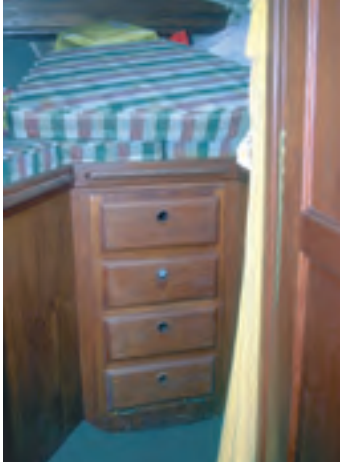
The interior of the Islander 28 is really the high point of the boat. Most of the interior is finished in teak and built into the boat, rather than created as fiberglass modules with molded berth flats, galley, and other features that have been dropped into the hull and secured. A built-up wood interior ensures better structural integrity and makes better use of available space. It also makes for a quieter, drier interior. One would think that with all this wood, the main cabin would be

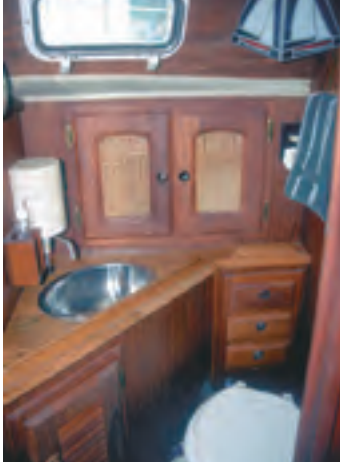
There's space in the foredeck anchor locker for a standard-length rode and anchor, at top; the flush-mounted acrylic forward hatch, next photo; the 6-foot 2-inch cockpit seats and standard tiller (although wheel steering was an option), next photo; and the port cockpit locker for docking gear and more, bottom.

For further reading . . .



Gregg Nestor's brand-new book, *Twenty Affordable Sailboats to Take You Anywhere*, has just been released by Paradise Cay. It features reviews and comparisons of 20 sturdy cruising sailboats. Available at <http://www.goodoldboat.com/bookshelf.html> or by calling 763-420-8923.






The interior is nicely finished in teak-veneer plywood. There are many drawers for storage, and cubbies have cane faces for ventilation, shown above. The galley is small but includes the essentials: sink, icebox and stovetop, below center. Between the opposing settees is a fold-down, fold-out table for dining, bottom photos.

dark and gloomy, but this is not so. The large portlights and the expansive companionway allow in a great deal of light.

The forward cabin has a smallish V-berth that is best left for shorter crewmembers — namely, the kids. There's ample stowage in the drawers and bins beneath the berth and in the port bureau and hanging locker.

With the forward/aft access offset to port, the head (located to starboard) is quite large, especially considering that it's not situated at the boat's maximum beam. This compartment is entirely wood and very attractive, although a bit dark. The sole source of light and air is from a small opening port. The stainless-steel washbasin has a manual cold-water pump. There is no shower, but there's a ton of stowage in several drawers, bins, and cane-fronted lockers.

The saloon features the traditional opposing settee arrangement. However, the port settee has been moved forward about a third of its length in order to accommodate the galley. For dining, there's a unique bulkhead-mounted table that slides out, swings-up, and unfolds. When not in use, it's cleverly stowed between the starboard bulkhead and settee. There's fiddled shelving outboard of both settees and there are bins beneath the port settee.

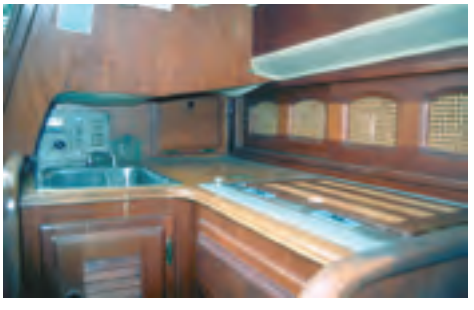
The 20-gallon holding tank and the 20-gallon water tank with fill fitting are mounted beneath the starboard settee. For sleeping, the port settee functions as a single, the starboard converts to a double, and there's a 7-foot-long quarter berth on the starboard side.

The L-shaped galley is aft and to port. Amenities include a two-burner alcohol stove, a single stainless-steel sink with manual cold water, and a top-loading icebox. Stowage in the form of drawers, bins, and cane-fronted lockers is excellent.

The sole is carpeted. Headroom measures a comfortable 6 feet. There are no overhead grabrails in the cabin. There are handholds at the companionway, and taking three steps up puts you in the cockpit.

The rig

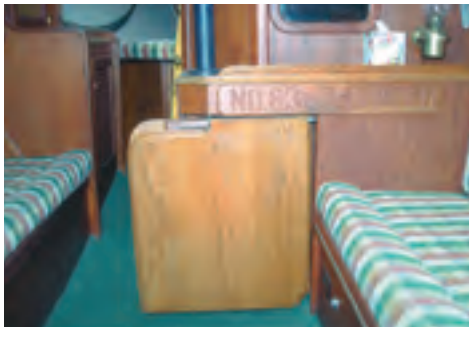
The Islander 28 is a masthead sloop that was originally offered with two rigs. The standard is a tall rig and the optional or San Francisco rig (owing to strong prevailing winds there) is shorter. The idea was to ensure that the boat would perform well in a variety of sailing grounds, especially those with light air. Sail area for the standard rig is 361 square feet; the San Francisco rig measures 326 square feet.

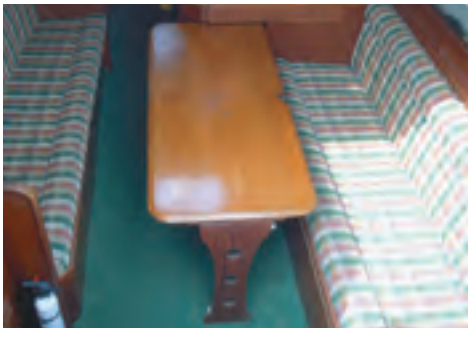


The mast is stepped on deck and features a single set of spreaders. It's supported by a pair of cap shrouds, dual lower shrouds, a headstay, and a split backstay. The shrouds are connected to chainplates mounted inboard and secured to the bulkheads. Beneath the mast step is a two-component compression post, comprised of a massive steel pipe mounted on top of a wooden 4 x 4 beam that rests on the keel.

The mainsail is sheeted at mid-boom and fastened to a traveler mounted on the cabintop. Islander Yachts offered its customers the option of selecting winches from a variety of manufacturers. One could order any combination of primary, secondary, and halyard winches; one- or two-speed; in aluminum, bronze, chrome, or stainless; self-tailing or not.

Reaching's original owner selected a pair of Merriman #20 primaries, a Barient #10 halyard winch mounted on the cabintop, and a pair of Merriman #16s on the mast.





Under way

The Islander 28 is fast in light air and very responsive. It accelerates quickly and is a lively boat to sail. The boat points high, tracks well, and the helm is normally light and well-balanced. As the wind increases, weather helm develops. At this juncture, the boat will heel excessively if not reefed. Take a tuck in the main at around 15 knots and the boat will sail on its feet and balance nicely.

PHRF ratings for standard-draft Islander 28s in fleets around the country range from a low of 192 to a high of 210. By comparison, a slightly older Columbia 28 rates around 222, and the heavier Cape Dory 28 (albeit a real cruiser) at 228. The more modern Ranger 28 rates on average about 180.

The standard gasoline engine was the 30-hp Universal Atomic 4. A 13-hp Volvo Penta diesel also was offered as an option, as was a folding propeller. Fuel is drawn from a 20-gallon aluminum tank nestled beneath the cockpit sole. Our review boat was equipped with the Volvo MD7A and a left-handed screw. When backing up, the boat noticeably walks to starboard. This takes some practice to overcome. Access to the engine for routine maintenance is good.

Things to check out

When looking at Islander 28s, remember that the deck is cored with plywood. Sound the deck, especially around hardware (the stanchions in particular) looking for water intrusion.

The boat has a very shallow bilge. Excess water can easily soak the cabin carpet and damage the lower portions of the wooden cabinetry, settee bases, and bulkheads.

Closely examine the chainplate attachment areas at the main bulkhead. Look for signs of water staining and/or delamination of the plywood. The poor location of the engine's instrument panel (low on the inside of the transom) lends itself to potential damage.

If the boat is equipped with an Atomic 4, don't discount it. The boat is borderline underpowered with the 13-hp Volvo. Parts for the heftier Atomic 4 are still available from Moyer Marine.

The large companionway has advantages and disadvantages. While it allows light, air, and the smell of sea air to perk up the cabin, it is a large opening through which water can flow below. Keep the lower weather board secured and consider increasing the size of the cockpit drains.

Conclusion

The Islander 28 is a well thought-out, well-designed, and strongly built coastal cruiser and club racer. It's a lively boat to sail. When used in the areas they were intended for, the rigs are powerful but you wouldn't want the short rig on the Chesapeake Bay. The boat's interior is its strongest point, with the exception of the over-berthing typical of so many boats. Workmanship is above average and deficiencies are easily addressed. Expect to pay about $10,000 for an early model and up to $25,000 for a later version.

Looking back at Islander

In the mid-1950s, Joseph McGlasson designed and built a 24-foot wooden sailboat that he named the Catalina Islander, after the popular cruising destination for sailors in Southern California. The boat, commonly referred to as the Islander 24, was well received and sales were strong. Like many boat manufacturers of that era, however, McGlasson recognized the need to switch from wood construction to fiberglass.

In 1961, he approached another Costa Mesa boatbuilder, Glas Laminates, to help him make that switch and produce his 24-footer in fiberglass. Using a wooden Islander 24 as a plug, a mold was made that retained the original planking lines. These simulated seams became a signature feature of the new fiberglass Islander 24.

While several boats were successfully manufactured, the relationship between Glas Laminates and the McGlasson Boat Co. was rocky from the start. A less-than-amicable breakup occurred in 1962, with Glas Laminates and McGlasson Boat Co. going their separate ways.

After the breakup, Glas Laminates changed its name to Columbia Yachts and introduced the Columbia 24. It is interesting to note that the Islander 24 and the Columbia 24 appear to be identical, except for the absence of the hull planking lines. The Contender and Challenger also have a remarkable similarity to the Islander 24.

McGlasson Boat Co. also stayed busy after the partnership dissolved. By 1963, Joseph McGlasson had incorporated, and the new company was named Wayfarer Marine. It wasn't until around 1967 that the name Islander Yachts, with the white "swoosh" sail in the black rectangle as its logo, became prominent. Whether Islander Yachts was a subsidiary of Wayfarer Marine or the company's brand name is unclear.

Bought and sold

During the next several years, the company was bought and sold several times with the name Islander Yachts remaining unchanged. In addition to individual owners, there also were a few key corporate owners — Mission Marine, Cosmodyne, Inc., and Radlon, Inc. In spite of numerous ownership changes and economic downturns, Islander Yachts produced a variety of sailboats from designs penned by noted naval architects, including Ted Brewer, Robert Perry, and Alan Gurney.

As a cost-cutting move, Islander Yachts relocated production to Costa Rica in 1984. It didn't help. Two years later, on May 28, 1986, the corporation went into bankruptcy, never to build another Islander sailboat.

Islander Yachts built a lot of boats in its 22-year-life, nearly rivaling Columbia Yachts, also of Costa Mesa. Like Columbia, it offered kits for a time, offering customers bare hulls, decks, and other components at a great savings. Though Islander is no longer in existence, many of its boats, ranging from 21 to 55 feet, can still be found on all coasts and larger lakes of the United States.

Resources

Islander 28 website
<http://www.islandersailboats.com>

The versatile J/30

A one-design racer with surprising cruising capability

by Herb McCormick

In 1975, brothers Rod and Bob Johnstone shocked the world with a one-design keelboat that gave racing sailors a satisfying alternative to the irritations of rating rules. That boat was the J/24. Since its introduction 30 years ago, more than 5,300 have been sold.

That's a tough act to follow. Their second boat, the J/30, went into production in 1979. It didn't come close to matching the critical or commercial success of its little sister. But that's not to say it wasn't an interesting and popular boat in its own right, with 575 units built in a production run that ended in 1987. And in today's used-boat market, with its attractive price tag, roomy and functional interior layout, and the dynamic sailing prowess that's a signature of the entire J/Boat line, it's a versatile 30-footer that still has the capability to fulfill many sailors' dreams.

Performance

One purchases a J/Boat with certain expectations, the leading one being performance under sail. So let's begin there. Though I'd owned a J/24 and raced it, I harbored no delusions of racing grandeur when I later bought a J/30. Instead, I was looking for a boat that sailed well and had good accommodations for coastal cruising and summertime living aboard. Between the Js I owned a 1975 C&C 33 that could really get up and go, so my benchmark was high. I also wanted something I could sail easily by myself. Racing the boat was never a part of my equation.

Without putting too fine a point on it, the J/30 delivered in spades. Its ¾ fractional rig, with an emphasis on a big mainsail and relatively small foretriangle, is highly conducive to shorthanded sailing. In fact, I've never driven a boat that sailed so well under mainsail alone. The J/30 is tiller-steered and, to my mind, a tiller extension is absolutely mandatory. With it, you can perch up on the cockpit coaming with the helm in one hand and the mainsheet in the other and have full control of the boat. It's a great setup for solo harbor tours or for taking friends or kids for a sail, during which their only duty is enjoying themselves or passing out snacks.

PHOTOS BY TIM MURPHY

The J/30 balances very nicely under mainsail alone, making maneuvering in close quarters much easier.

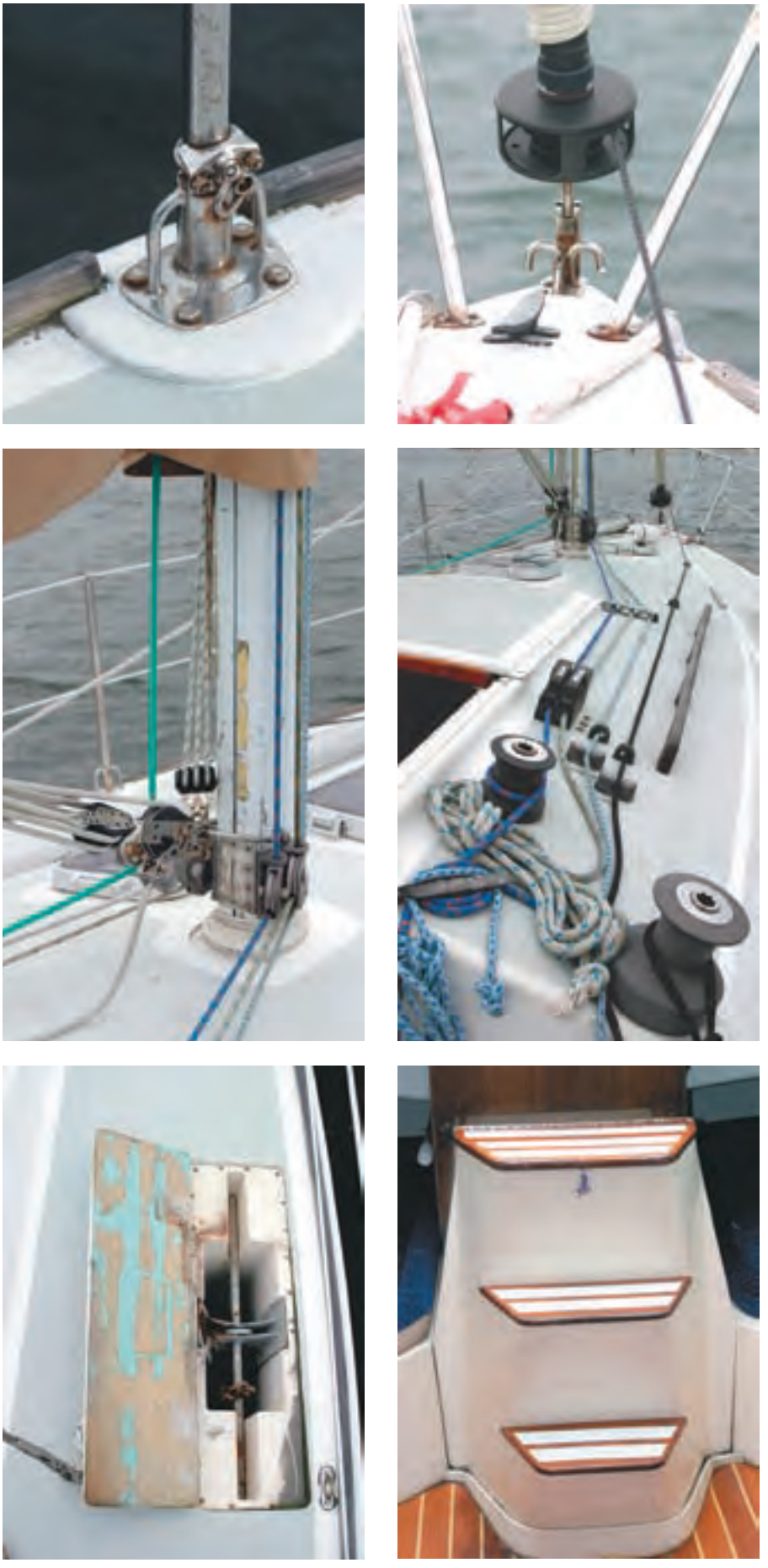
I loved my C&C, don't get me wrong, but with its high-aspect rig that put the emphasis on the genoa for driving power (so popular in the 1970s due to the quirkiness of racing rules), mainsail-only sailing was impossible in anything less than 20 knots of wind. The J/30 will make way in a zephyr with just the main and will attain speeds of 5 to 7 knots on any point of sail once the breeze pipes up into the mid-teens or more.

The J/30's PHRF rating in most fleets is 144, slower than the newer J/29 at 117 (fractional rig), which just goes to show that boats continue to get lighter and faster. A Beneteau 305 rates 165 and a C&C 30 rates 162, so there's no mistaking that the J/30, despite growing dated, was and remains a fast boat.

Fun meter rises

Obviously, once you press on a bit of headsail, the fun meter rises accordingly. In one-design racing, in almost all conditions (save for a heavy blow), the J/30 is sailed with an overlapping headsail of up to 163 percent with a crew of five or six stationed on the rail to keep things level when hard on the breeze. For daysailing and cruising with a couple or family, however, a 100 percent blade jib works fine in light to medium air and is very easily tacked (frankly, grinding in the big headsail can be a bit of a chore, especially when heeled). Once the breeze comes on, there are two quick, easy options: douse the jib entirely and carry on under main or tuck the first reef into the mainsail via the simple slab reefing system and carry on accordingly. The boat balances nicely in both modes.

Either way, it's important to note, maintaining a balanced sail plan is very important on the J/30. The boat has



Clockwise from top left: check for wet balsa core around the stanchions. Author Herb McCormick replaced his racing foil with a furler. All lines are led aft to the cockpit through stoppers or cam cleats. Access to the engine is behind the molded companionway ladder. An anchor well in the deck is designed for a lightweight Danforth-type anchor and short rode. Note the many turning blocks at the mast.

PHOTO COURTESY OF J/BOATS

The mainsheet traveler, an essential control, top left, is mounted on the bridge deck forward in the cockpit. A tiller extension, top right, is another piece of essential equipment so the helmsman can sit on the rail. A host of sail control lines lead aft, bottom left. In profile, the J/30 has clean simple lines, bottom right. On facing page: the 15-hp Yanmar diesel engine, at top, has excellent access for maintenance. The removable chart table over the starboard quarter berth, bottom left, and the main cabin with settees and fold-down table on centerline, bottom right.

a vertical, transom-hung rudder that lets you know, in no uncertain manner, when you're pressing too much sail. If it's moderately over-canvassed, you'll experience an immediate case of weather helm. There are three ways to address the situation: drop the traveler, ease the mainsheet, or add a bit of backstay tension to flatten the main via the block-and-tackle backstay adjuster. In more extreme situations, the helm will load up and the rudder may stall, causing the boat to round up. That's the time when shortening sail is overdue.

For some sailors, this may sound a bit hairy. It's not meant to. The bottom line is that the J/30 is a very responsive sailboat that teaches one a lot about balancing sail plans. As long as one stays a step ahead of things on windy days, it's a very invigorating and satisfying boat to sail.

Deck layout

The J/30 was designed as a racer/cruiser, a fact that's abundantly visible in its deck layout and hardware. The original headstay foil has twin grooves for sail changes, though for simplicity's sake, many sailors instead opt for a roller-furling setup. I retrofitted my boat with a Harken unit that did the job very well.

To keep the bow light and buoyant, the J/30's anchor is stored in a clever vertical locker about 10 feet aft of the bow to starboard. It's clever, but it's a bit of a compromise for cruising, especially if you need to haul the attendant rode forward from a cockpit locker every time you anchor. For this reason, many owners add a hawsepipe and cap just forward of the bow cleat to at least deal with the rode. Down below, there's a good-sized locker just forward of the V-berth that can easily handle 200 feet of line.

The sidedecks are clear and expansive, as is the foredeck. For racing, the boat flies a standard, symmetrical spinnaker, the pole for which is stored in chocks to port. The original specs called for a standard boom topping lift, though many racers have switched over to solid vangs like the Boomkicker or Hall's QuikVang, which control the boom well and eliminate the need for another line aloft. All reefing lines, spinnaker controls, and halyards are led aft to five rope clutches on the coachroof to either side of the companionway hatch (three to port, two to starboard). These, in turn, are serviced by a pair of Barient 27 winches. There's also a set of Barient 10s nearby for spinnaker trimming.

The Barient theme continues in the cockpit, with two 27STs as the primary winches. There are two distinct cockpit layouts, depending on the year the boat was built. Prior to 1984, the cockpit had a bridge deck on which the Schaefer traveler was located and two good-sized seat lockers to port and starboard. After 1984, the bridge deck was eliminated and the traveler

Resources

J/30 Class Association
<http://www.j30.org>

J/Boats J/30 Homepage
<http://www.jboats.com/j30

re-positioned, which opened up the footwell considerably. New coamings were added also, improving comfort. Finally, one of the quarter berths below was removed in favor of a larger sail locker in the cockpit.

Engine controls and gauges are placed at the foot of the helmsman in the aft part of the cockpit, where the operating handle for the standard manual bilge pump also resides. A fold-down swim ladder, hung off the transom, completes the no-nonsense layout.

Accommodations

Here's where the J/30 surprises a lot of sailors who, at first glance, might mistake it for something a little larger. But the boat's 11-foot 2-inch beam gave designer Rod Johnstone a considerable bit of interior volume to work with and, for the most part, he made solid decisions with the way he allocated space below.

For its size, the J/30 has an absolutely cavernous forward cabin, with a V-berth measuring 7 feet long by 6 feet 3 inches at the head and 2 feet 4 inches at the foot. There's a semi-enclosed head just aft that opposes a nice hanging locker that, on my boat, also was home for the CNG-tank that serviced the two-burner stove (later boats were available with optional propane stoves and ovens).

The main cabin features a pair of 6-foot 2-inch settees and a removable dining table that will sit six for dinner. I stashed the dining table in my cellar. This really opened up the interior and had the added benefit of giving me a place for the huge, three-step fiberglass molding that does double duty as the companionway and the single access point for the 15-hp Yanmar diesel. Once that molding is out of the way, engine access is excellent, but with the dining table in place it's hard to find a spot to put the bloody thing.

J/30

Designer: Rod Johnstone
LOA: 28 feet 10 inches
LWL: 25 feet 0 inches
Beam: 11 feet 2 inches
Draft: 5 feet 3 inches
Displacement: 7,000 pounds
Ballast: 2,100 pounds
Displ./LWL ratio: 200
Sail area: 444 square feet
SA/Displ. ratio: 19.4
PHRF: 144

To port of the companionway is a functional, if tight, galley with a double sink. To starboard is a large ice chest. A table on top of this slides aft on its own track to access the chest and serves as the stand-up nav station when underway. Older boats had a pair of 6-foot 2-inch quarter berths aft, which did double duty for storage. In 1984, the company added a bigger, more functional galley to port and, as mentioned, did away with one of the quarter berths, which enabled them to make further changes on deck. The interior has a nice wood finish. Headroom is just shy of 6 feet at the companionway and tapers down to about 5 feet 9 inches moving forward. For coastal cruising, the package does its job well.

The J/30's relatively simple DC electrical system begins with a pair of batteries beneath the aft starboard quarter berth. There are circuits for most, if not all, of the basic equipment required for racing and coastal sailing. One oversight is the lack of an AC system and shorepower. Otherwise, it's hard to find fault with the standard equipment list.

Construction

Like the J/24, the J/30 was built of composite construction in the hull and deck, using Baltek's Contourkore end-grain balsa in a sandwich of hand-laid E-glass and vinylester resin. The main bulkhead is glassed to the hull and deck and serves as the anchor for the through-bolted stainless-steel chainplates. The hull-

Continued on Page 71

PHOTO COURTESY OF J/BOATS

PHOTO COURTESY OF J/BOATS

The versatile J/30, Continued from Page 7

First the garage, then the world

Any good story about the sailing Johnstone family and the company they built into one of the world's most popular and successful boatbuilding concerns must begin in a three-car garage in Stonington, Connecticut, in 1975. For it was there that Rod Johnstone, an ad salesman for *Soundings* magazine and an avid sailor armed with a correspondence-course degree from the Westlawn School of Yacht Design, decided to build himself a sailboat.

Rod wanted a boat he couldn't find on the market, a 24-footer he could race with his kids with simple accommodations below for the occasional overnighter. The boat that eventually rolled down the driveway and out into Long Island Sound was called *Ragtime*, and it did everything its fledgling designer hoped it would do. Soon enough, as it turned out, there were plenty of other sailors who wanted one too.

Rod's brother, Bob, was also a talented sailor. More important to the telling of this tale, he was a marketing maven for AMF/Alcort, at that time the builder of the Sunfish board boat that introduced countless people to the joys of sailing.

In 1977, having struck a deal with boatbuilder Everett Pearson of Rhode Island's Tillotson-Pearson Industries to manufacture a production version of *Ragtime*, the siblings decided to shuck their respective careers and go into business on their own. It turned out to be a smart idea.

From the outset, the brothers were a perfect fit as partners. Rod had the ability to draft simple, straightforward lines that translated into fast sailboats that were a blast to sail. Bob had the knack of creating brand awareness by producing smart, hip advertising campaigns that underscored that fun and struck a chord with prospective buyers. And with their brand-new J/24, they caught lightning in a bottle. It instantly attracted some of the country's best young racing sailors and was, for all practical purposes, an overnight success.

J/Boats has sold more than 5,300 J/24s and some 5,000 other boats, in sizes from 22 feet to 65 feet with prices ranging from $10,000 to $2 million. In recent years, the elder Johnstones have turned the day-to-day operations over to their sons, and they've never missed a beat.

to-deck joint is bonded and bolted, then bolted a second time to fasten the teak toerail to the boat. How well the boats have held up over the years is a testament to the skill of the craftsmen at Tillotson-Pearson Industries in Warren, Rhode Island. Compared to my older C&C, my J/30 had practically no superficial cracking or crazing in the gelcoat.

The keel is lead and is bolted through a solid fiberglass sump. At the top of the lead and bottom of the sump there's an indent, around which a few layers of glass are applied to hide the joint.

There are, however, a few trouble areas that should be closely examined before buying a J/30. Many boats in the second or third year of the run suffered from gelcoat blisters. The balsa-cored decks, particularly around the often-times highly stressed stanchions, have become soft and spongy on many boats and will require attention.

Likewise, water leaking into the boat via the chainplates may have caused dampness or weakness in the structural bulkhead. And finally, there've been reports of spreader failures on the Kenyon aluminum spars when the rivets that attach the brackets to the spars begin to work or loosen after years of use. When considering a J/30, be sure to point out these potential problem areas to the previous owner or, better yet, to a marine surveyor. Be sure you're satisfied with their answers before moving forward with an offer.

Summing up

The J/30 was a strong boat from the outset; not one but two early Js survived the horrible 1979 Fastnet storm that took the lives of many sailors. I wouldn't recommend the J/30 for any kind of extensive offshore work without a serious refit and a vastly experienced crew, but it's nice to know the original platform has been tested hard and came through relatively unscathed.

Another of the nice things about the J/30 is that several always seem to be on the market at any time and all at decent prices. A scan of Yachtworld.com in late December 2006 showed 16 J/30s available at prices ranging from $14,900 to $34,000, with an average asking price of $22,000. To my way of thinking, that's a lot of boat for the buck. And there were models virtually everywhere from New England and the Chesapeake to Texas, the Pacific Northwest, and Hawaii.

The J/30 is probably not for everyone. Unless you find beauty in utility, she's not the prettiest of the similarly sized peers of her era. Nonetheless, when you're at the helm driving her to weather and your immediate view is of the boats you're leaving by the wayside, she looks pretty darned good. Don't be misled by the racing pedigree of J/Boats. There are lots of old racers out there ready to retire to the ranks of very useful cruisers. And the J/30 is at the top of that list.

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Design by Tom Payne

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Jeanneau Arcadia

A Euro-style racer with few concessions to cruising

by Richard Smith

Amoretto, **a Jeanneau Arcadia, has a classic 1980s European look and sails like a big dinghy, which suits her owners, Sheryl and Marty Bower, who race her out of Edmonds, Washington.**

When viewed from dockside, our review boat, *Amoretto*, a 30-foot Jeanneau Arcadia, appeared to be a solidly built, no-nonsense racer/cruiser with a clear emphasis on racer. She looked like a close-winded boat. On closer inspection, and during sea trials, those first impressions proved accurate.

The boat's second owners, Sheryl and Marty Bower, belong to the Corinthian Yacht Club of Edmonds, Washington, where Marty serves as fleet captain and Sheryl is treasurer. They're equally fond of *Amoretto* and share a keen awareness of her attributes and limitations as well as a familiarity with her pedigree.

Jeanneau was founded in 1956 by Frenchman Henri Jeanneau, who began building outboard runabouts and other small craft before developing a line of sailboats in the 1970s. When things weren't going so well in the 1980s, the company was bought and sold by several conglomerates, including Bangor Punta, which also owned the American brands O'Day, Cal, and Ranger. Jeanneau got bigger, and for a while was second only to Beneteau. In 1995, Beneteau purchased its old rival. More than 600 Arcadias were built, all of them in France; not many were exported to the U.S.

Design

The Arcadia was designed by Tony Castro, who began his career with Ron Holland in Ireland. Tony earned a reputation as one of Europe's top designers and more than 6,000 boats of all sizes and types have been built to his designs, including *Blue Arrow*, a British contender for the America's Cup. Although designed to compete in the IOR Half Ton Class after the 1979 Fastnet Race, the Arcadia isn't as extreme as radical IOR boats with their pinched ends and exaggerated tumblehome. It does have a relatively light and flattish hull, a high-aspect-ratio keel, and a spade rudder carried behind a small skeg. Keel and keel/centerboard configurations were offered.

With bold slashes of black portlights, Bomar hatches, and go-fast deck fittings, the Arcadia's overall appearance is distinctly European. In 1985, when *Amoretto* was built, the look was certainly modern; it still is. In contrast, its construction is rooted in many traditions of sound boatbuilding.

The hull sheer is as straight as it comes, and the coachroof is sleek and sloped. There is no dodger. The shrouds are placed well inboard on wide sidedecks so headsails can be trimmed in tight, and the upper lifelines are brought to the base of the bow pulpit to reduce interference with them.

Construction

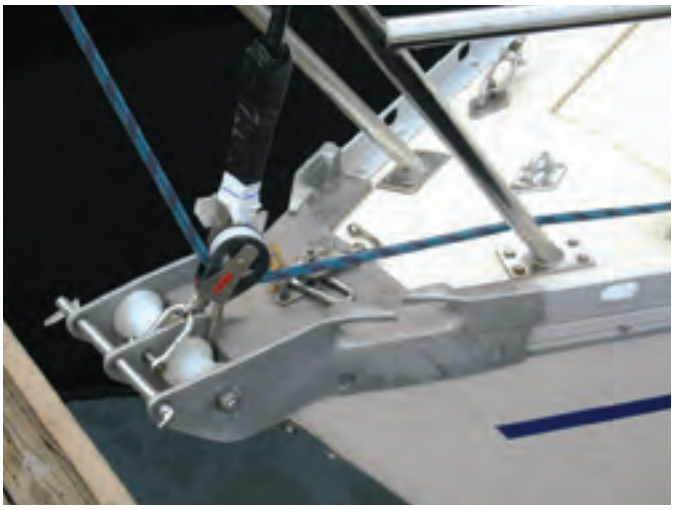
The Arcadia's fiberglass hull is hand-laid-up with alternate layers of mat and woven roving and reinforced in high-stress areas. The deck is hand-laid fiberglass with a balsa core.

The hull-to-deck joint consists of a conventional inward-turning hull flange to which the deck is fastened with ¼-inch stainless-steel bolts also set through the aluminum toerail. The whole assembly is sealed on the inside with a thick layer of fiberglass. This practice almost guarantees a leak-free joint but, if anything goes wrong, it will be difficult to repair.

The stemhead fitting is a well-thought-out aluminum casting that provides a substantial mounting for two bow rollers, a terminus for the aluminum toerails, a pair of chocks, and attachments for running rigging.

Amoretto's keel is an iron fin, which is prone to rusting; lead is generally preferable. The keel bolts extend up into the bilge area and are sealed with a heavy layer of fiberglass and resin, again making maintenance or removal difficult. However, 24 years after the boat was built, Marty reports no leakage in either the hull-to-deck joint or the keel bolts.

Jeanneau also bonded virtually everything structural to other structural members to add to the boat's overall strength and stiffness. Just as athwartship bulkheads are bonded (or "tabbed" in industry jargon) to the hull and deck, cabinet fronts are fiberglassed to bulkheads and cabinet sides are bonded to fronts and bulkheads. The cumulative



Sail-control lines are color coded, and with good reason; there are 15 rope clutches mounted on the cabintop, at left. The cast aluminum stemhead with its two bow rollers is a much-appreciated cruising feature but is unusual for a racing-oriented boat like the Arcadia, at right.

effect of all this fiberglass tabbing is to produce an extremely tough hull, stiffened against loads imparted by the rigging and the washing-machine action of choppy seas.

The masthead rig has upper shrouds, aft lower shrouds, and a baby stay forward. *Amoretto* has double spreaders and is fitted with an adjustable backstay. A post in the middle of the saloon carries the compression loads from the mast down to the keel. Transverse overhead frames bonded to the hull and deck anchor the upper-shroud chainplates. The lower-shroud chainplates are connected to large brackets bonded to the hull and sidedecks.

On deck

The cockpit of the Jeanneau Arcadia struck me as a combination of features, some traditional and others innovative, some good and some not so good. The seats will hold four persons; additional crew will have to find perches elsewhere. Although Marty and Sheryl find the seats comfortable, I thought they were a little short for my legs and the backs a bit too upright. But racing a boat isn't the same as cruising, where hours spent in the cockpit demand more inviting seating.

The coaming tops are angled, providing comfortable seats for the crew when the boat heels. The hinged starboard seat and backrest can be raised, like the gull-wing door of a Mercedes 300SL, to access a large, if rambling, amount of under-seat cockpit storage.

The companionway of the Arcadia is forward of the substantial bridgedeck, which is formidable to negotiate but effective in keeping water out of the cabin at the same time as it stiffens the hull in way of the cockpit bulkhead. While the companionway is fitted with dropboards, it also has acrylic doors that fit into gudgeons and pintles on either side of the opening to close it while allowing in light.

Accommodations

The interior is striking. When you go below for the first time, the boat appears suddenly and clearly European. Whether this is to your taste or not, there is nothing ordinary about the space. It's open and light and well-finished teak is everywhere. The stainless-steel compression post, as much architectural feature as structural member, passes right through the middle of the fixed table but does not intrude on the usefulness of the cabin. Along with handholds on either side of the companionway and port and starboard grips at the galley and nav-table level, the post offers another welcome handhold when things get a bit rambunctious below.

The long tinted portlights, together with the Bomar hatch, flood the saloon with light. Looking forward, past the handsome and well-built table to the too-short-to-use-comfortably V-berth beyond, the effect is of a large and unified saloon space making the boat seem bigger than it really is. At the same time, the 6-foot headroom aft rapidly diminishes as you move forward. In many ways, the Arcadia feels like a 28-foot boat dressed up in 30-footer clothing. In fact, later models that used the same hull were sold as 28-foot boats—the Sun Dream 28 and Sun Way 28.

The teak-and-holly sole lies in marked contrast to the modern vinyl overhead that in places barely seems to cover the fiberglass deck molding. Some bits were hanging loose because of adhesive failure. This is easily repaired but can be an annoyance in a boat that contains some high-quality construction and joinery. Marty has replaced much of the original glued-on liner with solid panels he can remove to get at various deck fittings.

Narrow shelving runs along the tops of the settee backs but headroom under the sidedecks will require even persons of average height to slouch when seated — another concession to the exigencies of racing. A nice French touch is a

The companionway, recessed into the cabin trunk, is well protected. Here, the removable acrylic doors are closed.



In the head, a hinged sink folds down over the toilet to make the most of a compact space, at left. The engine compartment, under the companionway ladder, is tight, center, but access to most service points is adequate except for the dipstick. To increase space for food preparation, the galley has a hinged counter over the French-made stove, at right. In the 1980s, boats imported into the U.S. weren't "Americanized."

built-in wine rack in the port-side settee near the galley.

I thought the port-side galley was small for a 30-footer. Part of the counter is hinged to provide access to a two-burner propane stove. A foot pump draws from a 24-gallon water tank and the icebox is adequate.

A large navigation table is located to starboard, opposite the galley, where it's convenient to the cockpit. An 80-amp-hour house battery is located beneath the seat. The VHF radio, a gooseneck lamp, circuit-breaker panels, and materials storage are close at hand.

The view aft is almost sculptural when compared with more traditional interiors. Actually, this attention to interior design is a hallmark of Tony Castro's office and characterizes all his designs from daysailers to megayachts and aircraft. Full-size doors leading to the head and after cabin are symmetrically placed on either side of the companionway. Lavish amounts of teak plywood balance the expanse of white vinyl overhead.

In the head, the sink is fitted in a counter that hinges down to rest over the toilet. The space is cramped, in part because the cockpit and a large saloon trumped more utilitarian concerns. Although it's not to be compared with the accommodation on, say, a Catalina 30, it's workable.

The port door leads to the aft berth, which appears to be a double in plan but in reality is a meandering space overhung by the cockpit. It must be next to impossible to roll over in this berth and it's hard to imagine two adults sleeping well in here; maybe a boy and his dog. As a cruising arrangement, it would have been infinitely better to add a few more inches to the too-short V-berth and give over this cubbyhole to storage. But this is a boat designed to race more than cruise — and to make a striking impression below. This it does well.

Between the double doors in the aft bulkhead, the companionway ladder panel lifts off, providing access to a small and well-insulated engine compartment and the two-cylinder Yanmar 2GM 20 diesel. Additional access is through the aft cabin.

Marty reports that the engine is easy to service except for the starboard side dipstick that is difficult to find without a mirror. But, as if to balance this


The open-plan living quarters look spacious but only a small dog would consider the V-berth commodious, at left. The view aft is striking for the generous use of light-colored teak and the well-camouflaged doors in the bulkhead, at right.

inconvenience, a small electric bilge pump was fitted as standard equipment to remove water from the small sump below the packing gland, a difficult place to get at. A mysterious covered hole through the ladder panel turned out to be a receptacle for an extinguisher nozzle to fight an engine fire without admitting more oxygen into the space. That looks like a good idea. The 7-gallon fuel tank seems a bad idea for any but the most dedicated racing skipper.

The navigation station, aft of the saloon on the starboard side, is large and very workable for a boat of this size, at left. Beams and knees stiffen the deck and anchor the chainplates, at right.

Under way

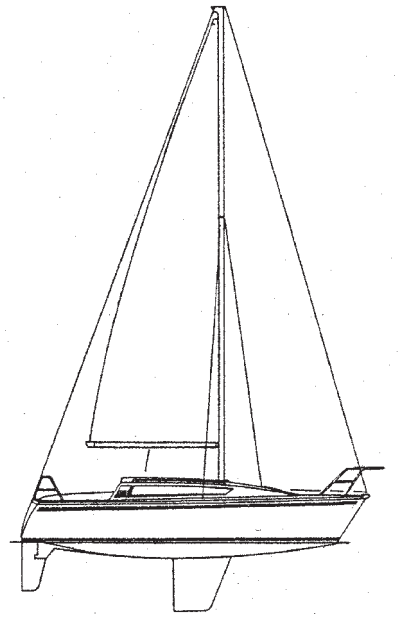
On trial day, the Arcadia, equipped with a two-bladed folding Max-Prop, backed down predictably. The noise and vibration were less than I would have expected from a two-cylinder engine and we easily reached hull speed of about 6 knots. *Amoretto* sails with 110-, 130-, 140-, and 155-percent laminate headsails as well as a .75-ounce nylon drifter, an asymmetrical spinnaker, and a storm jib.

Running rigging is color coded and led to the cockpit where it's organized with the aid of 15 Spinlock Powerclutches. A Barbarossa 15 two-speed winch is mounted to port of the companionway while to starboard there's a Barbarossa 14 single-speed and a Lewmar 16 two-speed. Each winch serves multiple line-handling purposes. Two-speed Barbarossa 40s mounted on the cockpit coamings handle the sheets. None of the winches is self-tailing. Barbarossa was acquired by Harken in 1987.

Marty hoisted the main and hauled on the jib halyard while daughter Katie eased the 140-percent genoa into the foil. I braced my feet against the opposite seat and we were off. Winds wavered around 6 to 8 knots in a generally smooth sea and, when we shut down the Yanmar, *Amoretto* leaned to a freshening wind without missing a beat. She was easy to steer from both the cockpit seat and up on the angled coaming with the help of a Forespar Twist-Lock tiller extension. At these wind speeds, she was well balanced, had virtually no weather helm, and accelerated sharply in the gusts.

Amoretto handled like other boats of her size and type. She pointed well and tacked smartly. Marty reports that the boat can tack through 75 to 80 degrees, partly because of good sails, a trained crew, and the inboard shrouds that allow headsails to be sheeted in tight on the same wide sidedecks that restrict comfort below. She tracked well downwind, showed no squirrely tendencies, and took wakes from ferries and large powerboats in stride

The Arcadia's PHRF base rating in the Pacific Northwest/Puget Sound region is 188 and *Amoretto*'s is adjusted to 194. Other regions of the U.S. give the Arcadia ratings of 159 to 191. By way of comparison, locally, the J/30's PHRF is 139 and the Laser 28 rates 141, while the Catalina 30 and the Hunter 30 both have a PHRF of 210.



Jeanneau Arcadia

Designer: Tony Castro
LOA: 29 feet 6 inches
LWL: 24 feet 5 inches
Beam: 10 feet 4 inches
Draft (centerboard): 4 feet 3 inches
Draft (fin keel): 5 feet 4 inches
Displacement: 6,175 pounds
Ballast: 2,360 pounds
Sail area: 387 square feet
Disp./LWL ratio: 189
Sail area/Disp. ratio: 18.4
Fuel: 7 gallons
Water: 25 gallons

Conclusion

The Jeanneau Arcadia's interior feels small for a 30-footer. Comfort and convenience in the living area take second place to sailing and racing qualities. A certain rakishness of form — a boldness — also sets her apart from comparable American yachts.

Under way, she comes across as a broad-shouldered boat that can be sailed hard. She's fun to sail, like a big dinghy, and, as I adjusted to her decided idiosyncrasies, her blemishes, and her shortcomings, I found I liked this boat. Comparing the Arcadia with a Catalina 30 is like comparing a Mazda Miata with a Ford Focus. They serve similar purposes in different ways. There is a certain *je ne sais quoi* about the Jeannneau — something hard to define but something ultimately likable.

Because of its relative rarity, it's difficult to estimate the value of a Jeanneau Arcadia on the used-boat market. The Internet turned up two currently for sale in Europe at prices exceeding what the market would bear in the States, $38,000 to $44,000. Marty reports that a centerboard Arcadia recently sold on the East Coast for about $16,000. He feels that *Amoretto* might sell for around $22,000.

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, on Puget Sound.*

Laguna 30

A solid, spacious cruiser with good performance

by Tom Wells

Serendipity II, a Laguna 30, owned by Rich and Brandi Wells, shows the cut and color of her jib as she makes smart headway in light air.

A young and growing family does not fit well into a 26-foot trailerable sailboat. That was the situation facing Rich and Brandi Wells (no relation to the author), who found a ready solution when they purchased a Laguna 30. They keep their *Serendipity II* at the Perry Yacht Club on Lake Perry, a sailing hotspot near Topeka, Kansas.

Rich and Brandi hosted a test sail for this review last August, on a day with clear skies and pleasant temperatures. Light winds were in the offing, but there was enough breeze at times to put the boat through her paces.

History and design

Bill Downing founded Laguna Yachts in Anaheim, California, in 1973 and began producing the Windrose 24. The boat proved so popular that the company quickly moved to a larger facility. In 1979, Laguna Yachts built a new facility in nearby Stanton. By this time, the Windrose line had grown to include the 18, 20, and 22, and the company had also acquired Coastal Recreation, the manufacturer of the popular Aquarius and Balboa lines of trailersailers. In 1980, the names of all Windrose boats were changed to Laguna. Production continued under the original ownership until 1986, when the company was sold. The new owners lasted just a year; in 1987 the firm was again sold and ceased to do business as Laguna Yachts. The company was moved to Chanute, Kansas, where it operated as Capital Yachts until it closed in 1995. The only Laguna model retained and produced was the Laguna 26, renamed the Classic 26.

The Laguna 30 was introduced in 1983 and production ended in 1987. It was designed by W. Shad Turner, as were all of the Windrose and Laguna boats produced by the company. His other design work includes many of the popular Santana boats built by W.D. Schock, showing that he favored speed as a primary design goal. The lines he drew for the Laguna 30 were intended to give the boat a good turn of speed while preserving the features needed for cruising. The wide cabin trunk and the shoal keel would seem to be compromises to Shad Turner's usual preferences, but he designed the keel with an airfoil shape and the boat proved to have very satisfactory performance. That's because the displacement/LWL ratio of 177 is on the low side for a cruising boat and the sail area/displacement ratio of 16.4 is adequate.

Construction

The hull and deck of the Laguna 30 are solid hand-layup fiberglass. Bill

The T-shaped cockpit makes it easier to move around the pedestal and enables the helmsman to stand outboard of the wheel. The downside: seats not long enough to lie down on.

Generous beam makes for a spacious saloon that will seat a crowd for meals, at left. The U-shaped galley is tight, but that makes it all the easier and safer when cooking under way, at right.

Downing insisted on hand layup and refused to use cheaper construction methods, such as the chopper gun. Hull areas that might flex under load were reinforced with Coremat and an inner fiberglass layer. Flat areas of the deck were reinforced with marine plywood and a second fiberglass layer to produce a very solid, stiff deck structure.

The keel shell was formed of fiberglass in the mold as an integral part of the hull. After the fiberglass cured, the ballast was placed inside it and encapsulated with more fiberglass on top. The result is a very shallow bilge. With this type of construction, there is no joint at the keel root to separate and leak, and there are no keel bolts to maintain. However, hard contact with a rock might be a bigger problem than with a bolted-on keel. Bill Downing states that no major keel issues were reported to Laguna Yachts.

Structural stiffness was enhanced with an interior liner, laid up in solid fiberglass similar to the hull. Flat liner areas were reinforced in the mold with Coremat and a second layup, rendering the whole liner assembly very resistant to twist or deflection. The liner was then tabbed to the hull all around the sheerline and in any location that could be reached. The liner and hull were clamped together while the resin cured. Bulkheads were bolted directly to the interior liner and so became a part of the structural envelope. The result is a very strong overall system, but it also means that access to the inside of the hull itself is nearly impossible in most locations. This could be a problem if the boat is holed below the waterline, so it's a good thing the hull is so soundly constructed.

To form the hull-to-deck joint, a down-turned flange around the perimeter of the deck closed over an in-turned flange on the hull, much like a shoebox cover. The joint was heavily fiberglassed on the inside, through-bolted horizontally, and finished on the outside with a rubrail.

The Laguna 30 has a single-spreader masthead rig with upper shrouds and dual lower shrouds set well outboard. The mast is deck-stepped over an interior compression post incorporated into the forward saloon bulkhead.

On deck

The Laguna 30 has a beam of 10 feet 8 inches, and the cabin trunk extends for much of that width to provide the ample space below. As a result, the sidedecks are narrow. They are of adequate width, though, except at the chainplates, where crew going forward must either squeeze past the rigging or step inboard and onto the cabin trunk to pass. A molded fiberglass toerail extends from bow to stern. It's not high enough to be a true bulwark but it does provide for safe footing along the sidedeck. A robust grabrail running the full length of the cabin trunk adds another measure of safety.

The cabintop is broad and flat and finished with an aggressive non-skid texture. The boats could be ordered with an optional opening hatch over the saloon but otherwise there is no provision for cabintop ventilation. The full-length grabrails also function as cabintop toerails, so the work area around the mast is ample and secure.

The companionway opening in the aft bulkhead is of normal width, but the cabintop is cut away on both sides outboard of the companionway. When the extremely wide sliding hatch is pushed forward, the clear opening overhead is huge. This is not a good feature in the event of a boarding sea; anyone sailing a Laguna 30 in brisk conditions should have a "hatch closed" rule. Also, with no sea hood covering the forward end of the hatch, mounting a functional dodger to help protect the area will be difficult. Unless the boat is intended for frequent use offshore, this is not a major drawback.

The foredeck incorporates an anchor locker. Bow cleats are provided, but there are no chocks. This makes protecting docklines and anchor rodes from chafe especially important, so the addition of chocks would be a valuable improvement to the foredeck area.

Dual lifelines supported through stainless-steel stanchions run the length of the boat from the bow pulpit to a stainless-steel stern pulpit. A folding swim ladder is standard and a gap in the stern pulpit provides access to the ladder when it is in the down position.

Seating in the cockpit is more than adequate. Port and starboard bench seats are 5 feet long, and the T-configuration provides good access and passage between the helm and the areas forward. Large cubbies in the coaming to port and starboard provide handy stowage for winch handles and other items. The starboard bench has a hinged cover that gives access to a shallow locker over an interior quarter berth. The port bench has a similar cover over a full-depth locker that provides access to the port side of the engine and to the battery bank.

The Laguna 30 even has a nav station, albeit on the small side. Drawers and chart stowage are always appreciated, at left. With the insert cushion in place, the V-berth becomes a roomy pad, at right.

The traveler is mounted on a track on the bridge deck aft of the companionway. While this location is not ideal for access from the helm, it is somewhat better than a cabintop traveler; with the mainsheet taken aft, its cam cleat can at least be tripped from behind the wheel.

The primary jibsheet winches are located so the helmsman might be able to control the jib. Self-tailing winches were an option on the boat and would indeed be a necessity for singlehanded control from the helm. *Serendipity II* does not have self-tailing winches.

Down below

One of the more enticing features of the Laguna 30 is its well-designed and spacious interior. It has standing headroom of 6 feet 3 inches. The sole at the base of the companionway ladder is teak. Forward of the galley, the non-skid liner surface provides sure footing, and two small hatches in the forward end of the saloon sole provide access to the shallow bilge and the bilge pump. A teak parquet sole was optional.

The U-shaped galley lies to port of the companionway. It features a two-burner pressurized alcohol stove with oven, dual stainless-steel sinks in a large countertop forward of the stove, and an icebox aft of the stove. Counter space is considerable for a 30-foot boat and, when the stove is not in use, a cutting board that covers the burners adds to the available space. A slotted cover can be placed over one of the sinks.

On the starboard side, opposite the galley, a forward-facing seat serves the nav station, which includes a sizable chart table and some storage. A single quarter berth extends aft from the nav station beneath the cockpit seating. A panel on the inboard side of the quarter berth is removable to provide access to the side of the engine.

The saloon is laid out attractively. A generous U-shaped settee to port wraps around a functional table that drops into place to form a double berth when needed. This arrangement provides easy access all around, when compared with the more standard L-shaped settee and fold-down table found in many boats. A straight settee to starboard completes the seating arrangements and serves as a single berth as well. The width of the cabin trunk and good use of the 10-foot 8-inch beam makes this a very spacious layout. Teak ceiling (a nautical term for any interior planking, generally to the hull sides) enhances insulating qualities as well as appearance.

Laguna 30

Designer: W. Shad Turner
LOA: 30 feet 0 inches
LWL: 28 feet 0 inches
Beam: 10 feet 8 inches
Draft: 4 feet 0 inches
Displacement: 8,700 pounds
Ballast: 2,800 pounds
Sail area: 433 square feet
SA/disp. ratio: 16.4
Disp./LWL ratio: 177
Fuel: 16 gallons
Water: 31 gallons
Holding: 25 gallons

The head compartment is small at just over 3 feet in width but, with the sink located on an angled counter against the forward bulkhead, it's functional. Locker space is provided above the counter and outboard of the marine toilet.

The V-berth forward, at just over 6 feet in length, creates berths for two, provided one of them is shorter than the other. Teak fiddles protect the edge of a narrow shelf molded into the liner along each side of the berth.

One of the limitations of this design is ventilation belowdecks. On a standard boat, none of the ports open except the one in the head. *Serendipity II* also has an opening port forward on the starboard side, but this was likely ordered from the builder as an upgrade. There are no cowl vents or Dorade boxes on the cabintop. While the huge companionway hatch allows ample air below when it's open, sailing in any kind of sea will dictate that it be closed. Rich has installed a solar-powered vent in the forward hatch to improve airflow.

Propulsion

Serendipity II is equipped with a 15-hp Ducati diesel engine. Laguna Yachts literature lists the Universal 18 as the standard engine for the boat, but other powerplants were obviously installed in some early models. Late models were supplied with a Yanmar 2GM engine.

A nice feature on the Ducati aboard *Serendipity II* is an integral oil-change pump. Key maintenance points, such as the seawater-pump impeller plate, are accessible through a front panel behind the companionway ladder. Side access is more restricted, with the port side reached from within the seat locker. The starboard side can be reached through the removable panel in the quarter berth.

The boat moved smartly under power. The keel configuration and some prop-induced torque mean that constant attention to the helm is required when powering forward. Backing under power induces some port prop walk, but judicious use of the throttle and shift allows control once steerageway is gained.

Under sail

We conducted the test sail in fairly light conditions, but there was enough breeze to judge the general sailing qualities of the boat. Bruce Liese, the previous owner of the boat, joined Rich and Brandi as crew. A light-air genoa helped and, although the breeze was never more than 7 knots, the boat was able to hit almost 3 knots on reaches. Both Rich and Bruce report that the boat really comes into her own when the wind pipes up and, given the stiff feel and the fairly long waterline length, that is not surprising.

> **“The helm was balanced and had a firm feel and good feedback, even through the standard wheel steering.”**

The Laguna 30 was responsive and tacked well even in the light air. The helm was balanced and had a firm feel and good feedback, even through the standard wheel steering.

With the wide footprint of the shrouds, only a rail-mounted genoa track is provided, limiting pointing ability somewhat. Adding an inboard track might improve sheeting angles when setting a small non-overlapping jib, but the improvement would not justify the cost.

Mainsail trim is easily accomplished at the bridge-deck-mounted traveler. The mainsheet exits the block at the traveler car through a cam cleat and the upward release angle makes it possible to lead the sheet aft for the helmsman to control it if necessary. However, adjusting the traveler requires the assistance of crew.

It is difficult to assess sailing qualities without a fresh breeze, but light-air handling and responsiveness mark the Laguna 30 as a good general performer. With her base PHRF rating of 180, she should be quite competitive with 30-foot boats of similar vintage. For comparison, the original Catalina 30 with standard rig carries the same 180 rating, while the C&C 30 rates 174.

Pricing and availability

With only around 40 hulls produced, availability may be limited at times. In the late summer of 2009, four boats were listed for sale: a 1984 model in California, at $22,500; a 1986 model in New York, at $24,500; a 1986 model in Michigan, at $26,500; and a 1986 model in Mississippi, at $20,000, the advertisement for which noted that the boat is “in need of TLC,” which is the likely reason for the lower asking price.

Conclusion

Nothing is bulletproof but, in the world of classic fiberglass boats, the Laguna 30 comes close. It was well designed and robustly constructed. Its simple layout makes sailing it a snap even for less experienced crew. The boat is not intended to be a bluewater passagemaker, but it is capable enough that one sailed from the West Coast to Hawaii. Compromises, such as the narrow sidedecks and below-average ventilation, can be taken in stride given the overall construction quality.

Anyone considering a Laguna 30 might factor in ventilation improvements and self-tailing winches as desirable projects but, in any case, the Laguna 30 can be considered a good value as a spacious, well-built coastal cruiser with good performance.

The head features a marine toilet with large holding tank, a small sink, and a handheld shower. On the standard boat, the only opening portlight is here, at left. The starboard-side quarter berth is comfortably wide, below.

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.

LM 28

Safina's pilothouse design allows her owner, Larry Rosen, to stretch the seasons on Maine's Penobscot Bay.

A small Danish motorsailer for all-weather cruising

by Milo Feinberg

Larry Rosen dreamed of owning a boat that sailed well, was suitable for extended cruising, and that he could comfortably live aboard. He wanted to be able to invite friends to join him for a week or two of pleasant cruising. After some research, Larry bought an LM 28, sight unseen, from a seller in Minnesota, who had found the boat too large for the small lake he had moved to.

Every boat is designed around priorities and compromises, and the LM 28 meets several requirements often thought of as essential: comfort, seaworthiness, good sailing capabilities, excellent accommodations for its size, and the ability to motor comfortably and efficiently so you can get where you need to go on schedule.

It was these characteristics that first attracted Larry to the LM 28. When he first launched *Safina* on Chesapeake Bay (where he kept her until trucking her to Maine) he watched with some trepidation as she came off the trailer. To his relief, Larry found the boat "was just as the magazines had described it — a lovely sailing boat with brilliant design features."

An evolving business

The LM 28 was designed by Danish designer Bent Jull Anderson and built by LM Glasfiber in Kolding, Denmark. LM Glasfiber started as a small company manufacturing wooden furniture under the name Lunderskov Mobelfabrik (Lunderskov Furniture Factory.) In the early 1950s, LM shifted its focus to the use of fiberglass and subsequently changed its name to LM Glasfiber. In 1972, the company began manufacturing a line of small motorsailers ranging from 24 to 32 feet. The LM 28 was the last of five models that LM would build; its nine-year production run ended in 1991. Although the focus of the company had shifted to fiberglass, its woodworking legacy is evident in the LM 28; few production boats have as many clever and well-thought-out details in their joinery.

After 1991, LM Glasfiber shifted gears once again and, having left the boating industry, became the world's largest manufacturer of wind turbines.

Design

Pilothouse boats are not easy to design, especially under 30 feet where so many elements compete for attention. The LM 28 is surprisingly attractive, with a gentle sheer, raked bow, and counter transom. It was offered in two configurations: with a deep fin keel drawing 4 feet 6 inches or with twin bilge keels drawing 3 feet 8 inches. The rudder is located quite far aft and is mounted on a partial skeg.

Displacement is moderate; the displacement/LWL ratio is 265, which is actually a bit on the light side for a motorsailer. The sail area/displacement ratio of 13.3 indicates a sail plan that is small yet, in a breeze, capable of moving the boat without auxiliary power.

Construction

The LM 28's hull is solid hand-laid fiberglass, and is certainly a little overbuilt. In some places it is over an inch thick, a fact brought to Larry's attention when he was installing a depth sounder. The deck is fiberglass cored with end-grain balsa, which reduces weight and increases stiffness, making the deck less likely to flex when you walk on it. The balsa core is replaced with plywood where deck hardware is fitted and in high stress areas. The deck is bonded to the hull using bolts and chopped-strand mat, and bulkheads are bolted to tabs that are bonded directly to the hull.

The LM 28 has iron ballast encapsulated in the keel and covered inside the hull with a partial pan. In fact, the

The anchor well is easy to access and keeps the anchor stored out of the way when not in use.

The cleverly designed table makes the cockpit a comfortable place to eat and relax and folds away to open up the space when sailing.

builder made extensive use of fiberglass liners. Wood trim is well-fitted mahogany ply with a matte finish and interior glass surfaces are painted. Altogether, the LM 28 is a solid and rugged little boat.

The pilothouse

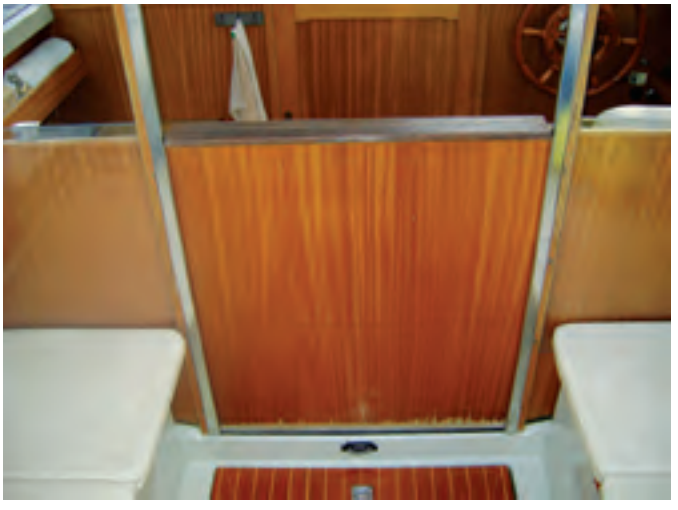
The first thing that strikes you about the LM 28 is the pilothouse. It is small, which minimizes its aesthetic and structural impact, and just large enough to house a chart table and a helm station. The front, sides, and even the aft bulkhead of the pilothouse consist almost entirely of glazing (although two 8-inch wide supports make the cabintop sturdy and are thoughtfully positioned to minimize visual obstruction). This makes the pilothouse a warm, sunny, and pleasant place to while away many miles, while also allowing a virtually unobstructed view of the water ahead through the pilothouse from the cockpit.

On the port side, the pilothouse has a chart table that opens up into a galley with a two-burner stove and a sink with hot and cold pressure water. Larry likes this arrangement because it allows him to cook and navigate while still being within easy reach of the helm, which is on the starboard side of the pilothouse (the refrigerator is under the helm seat). A sliding hatch on the pilothouse cabintop directly above the helm seat allows the helmsman to stand up with his head through the skylight for a better view when docking. It also enables the helmsman to easily see the rig and sails while steering from inside the pilothouse. A companionway-style hatch shuts off the pilothouse from the rest of the interior during inclement weather.

Cockpit and deck

The pilothouse is right in front of the cockpit. It provides shelter for the crew in the cockpit — no dodger necessary — and its expansive glass gives the helmsman excellent visibility forward and excellent protection from the weather.

A removable tiller is used for steering the boat from the cockpit. When the the tiller is in use, the pilothouse wheel can be disconnected from the rudder by disengaging a simple locking mechanism. This eliminates the friction and effort required to turn the wheel and makes for a lighter and more sensitive helm while sailing.



Instead of dropboards, the cockpit is sealed off from the pilothouse by this innovative door that pulls up from a pocket in the bulkhead where it is stowed out of the way, at left. Larry installed extra custom handholds to give him more security when going forward, at right. Note the sliding hatch over the helm seat and the cockpit awning folded away just behind the pilothouse.

The saloon is a comfortable place to unwind after a long day on the water, at left. *Safina*'s 28-hp Volvo Penta diesel engine is mounted beneath the cockpit sole. The spacious engine room and large hatch allow the engine to be easily inspected and maintained, at right.

A canvas awning can be folded out to enclose the entire cockpit, to substantially expand the living space when at anchor or to provide shelter in heavy weather. Larry had his awning built with roll-up windows and netting, so he can set the awning and keep the bugs out but still enjoy a breeze flowing through. With the awning and the pilothouse, the difference between "down below," and "on deck" is significantly blurred.

The cockpit has copious amounts of storage — in cockpit lockers and in the open space underneath the deck. A clever fold-up table allows comfortable al fresco dining and, coupled with the awning, makes the cockpit a wonderful place to spend time in pretty much any weather or port.

Larry installed several substantial handrails on the roof of the pilothouse to provide security for anyone moving around on deck in rough weather. The original handrail was so small and skimpy he felt he was literally hanging on by his fingertips.

Forward, an anchor well makes dealing with the ground tackle quick, easy, and convenient.

The rig

The aluminum mast is stepped on deck and has a single set of spreaders. The genoa sheets are trimmed aft by the cockpit, and the mainsheet is led to the top of the pilothouse. This system works well, especially in heavy weather, as all the sheets can be accessed from under the awning. The jib is fitted with roller furling, and the mainsail is contained by a Dutchman sail-handling system.

Larry inherited the boat's present reefing system from the previous owner, and it's a bit odd: two lines are spliced into one and then led aft to the cockpit. When the time comes for a new mainsail, Larry thinks he will probably set it up with regular old-fashioned lazy-jacks and two-line reefing.

LM 28

Designer: Bent Jull Anderson
LOA: 29 feet 4 inches
LOD: 28 feet 8 inches
LWL: 24 feet 7 inches
Beam: 9 feet 6 inches
Draft (fin keel): 4 feet 5 inches
Draft (bilge keels): 3 feet 8 inches
Displacement: 8,810 pounds
Ballast: 3,415 pounds
Sail area: 354 square feet
Disp./LWL ratio: 265
Sail area/disp. ratio: 13.3
Fuel: 31 gallons
Water: 31 gallons

As mentioned earlier, the rig on the LM 28 is small for the average cruising boat. This limits performance in light winds, but in those conditions the boat would most often be motoring. In heavy weather, the small rig makes the boat easy to handle, adding to the comfort of the crew.

Accommodations

Forward of the pilothouse, the layout is conventional and practical. Aft near the pilothouse, and perfectly positioned for quick access from the pilothouse and cockpit, are the head to port and a large hanging locker to starboard. The head is well thought out, with many small shelves for storing toiletry items and cleaning products, and has a sink that pulls out from behind the toilet on tracks. Details like the hanging locker, which is an ideal place to stow foul weather gear, make it easy to forget that the LM is only a 28-foot boat.

Farther forward, the saloon has full-length settees facing each other. The port settee can extend all the way out to the table to make a double berth without impeding access to the forward cabin.

All the way forward is a V-berth. The LM 28 can comfortably sleep four or five people but, like all 28 footers, it is best suited for just two.

The boat has an impressive amount of storage space. In addition to the

lockers in and around the cockpit, it has a large lazarette. It also has storage under the pilothouse sole, under the galley, under the settees in the saloon, in attractive shelves built just under the deck in the saloon and above the V-berth, and in a locker forward between the V-berth and the anchor locker. A cruising boat has a tendency to pick up all sorts of small, unexpected items, and on the LM 28 there is plenty of space to store them. The storage capabilities make it well suited, despite its size, for someone living aboard.

A distinguishing feature of the LM 28 is the high quality of the joinerwork throughout the vessel. The cockpit table, chart table/galley, clever locking systems for doors and access panels, and cleverly designed lockers for holding dishes and glassware secure in even the worst conditions, remind us that the LM builders started out as furniture makers. One particularly clever solution is that for closing the companionway. Instead of the usual hinged doors or loose teak dropboards, a single companionway dropboard stows in a slot in the aft pilothouse bulkhead. It pulls up from under the sill when needed and is completely out of the way when not in use.

“A distinguishing feature of the LM 28 is the high quality of joinerwork throughout the vessel.”

Under way

As a motorsailer, the LM 28 relies heavily on its engine. The diesel engine on *Safina* is a Volvo Penta 28-hp sail drive located under the cockpit. Larry likes the sail-drive setup because its horizontal propeller shaft improves efficiency and maneuverability for docking, especially when reversing. (One magazine review says the fin-keel version handles better than the bilge-keel version, which doesn't back up well.)

This engine drives the boat at a top speed of 6.5 knots and enables it to cruise between 5.5 and 6 knots at 2,000 to 2,200 rpm. At this speed, the LM 28 has a range under power of about 300 miles. This relatively small range reminds us that this boat is, though a motorsailer, still very much about sailing. This is evident in its relatively deep fin keel and separate rudder. While the LM 28 won't blow your socks off with blistering upwind performance, it easily tacks through 90 degrees, has a comfortable and light helm, and makes easy work of a chop. The small sail plan makes it easy to handle in heavier winds, and is a reminder that though it sails very well, the LM 28 is designed to sail and motor at the same time.

Conclusion

Larry is an anthropologist who has spent much of his professional life in the Arab world. In Arabic, *safina* means “light dancing on the surface of the water.” Having cruised in her all around Penobscot Bay and the coast of Maine, Larry says *Safina* has lived up to her name.

L. Francis Herreshoff believed that the term “motorsailer” carried too many negative connotations. He never viewed his Marco Polo design (a 55-foot motorsailer rigged as a three-masted schooner) as a motorsailer but saw it simply as a capable and seaworthy boat for any type of cruising. Cruising is not a sailing- or motoring-specific activity; it is the covering of many happy miles on the water. By the same token, the LM 28 is a good choice for someone looking for a rugged small boat on which to spend time on the water.

Today, a serviceable example of the LM 28 could probably be bought for around $50,000.

Milo Feinberg recently graduated from Westlawn Institute of Marine Technology's Elements of Technical Boat Design Program. He is a freshman at MIT and plans to major in mechanical engineering with a concentration in ocean engineering. Milo has spent many summers sailing in Castine, Maine, where his family sails an Edey & Duff Stone Horse. He had the good fortune to race with Olin Stephens.

The port side of the pilothouse is both nav station, at left, and galley, at right. When it's the cook's turn to use this space, the leaves of the chart table open to reveal a sink with hot and cold running water and a stove.

Newport 28

A spritely sailer with plenty of cruising room

by Tom Wells

Capital Yachts called the Newport 28 II an in-house design, but its C&C lineage is evident in its lines and enduring good looks.

On a breezy day in October 2008, Charlie and Elaine Lawson put their 1987 Newport 28 II, *Desirée*, through her paces and then hosted a tour and test sail for this review.

As a former naval aviator and airline pilot, Charlie knows a thing or two about form and function and how movement of air affects performance. When he and Elaine decided it was time to move up from their beloved Columbia 24, they sought a boat that combined efficient use of space with satisfying performance at a reasonable price. After a successful search, they were soon sailing *Desirée* on Missouri's Mark Twain Lake. The boat is competitive in PHRF fleets and comfortable for weekends and short-term cruising . . . all without breaking the bank.

History and design

Lindsey Plastics originally built the Newport line in Santa Ana, California. It commissioned the well-known Canadian firm of Cuthbertson & Cassian to design the Newport 27, which was produced by Lindsey and later by its successor, Enterprise Yachts. When Capital Yachts of Harbor City, California, purchased the molds and the Newport name in 1971, it continued production of the popular 27.

The Newport 28, introduced in 1974, shares the features of C&C designs at that time: the characteristic sheer, scimitar rudder, and swept-back keel. However, George Cuthbertson recalls that only the Newport 27 and 41 were actually designed directly by C&C. The Newport 28 designer is not credited in the sales brochure, and Capital's Newport 28 II price sheet states that the boat was an in-house design.

The Newport 28 is basically an enlargement of the Newport 27 with a higher cabin trunk and improved accommodations. In 1982, Capital Yachts introduced a more efficient fin keel with 5-foot 2-inch draft and combined it with a spade rudder to improve performance. The modified design was dubbed the Newport 28 II, and the remainder of the production run included the underbody modifications. At the end of production in 1987, nearly 1,000 Newport 28 and 28 II hulls had been built.

Construction

The Newport 28 II has a solid fiberglass hull and balsa-cored deck. Capital did

> **“Perhaps the most attractive feature of the Newport 28 II is a well-planned and nicely appointed interior.”**

not use an ounce more material than was necessary, but the basic construction was reasonably sound. The deck lands on an inward-turning flange on the hull and is secured with a bonding agent and through bolts that fasten through an anodized-aluminum toerail. Leaks occur in this joint from time to time and, because the freeboard is low and the rail is often in the water, owners should check it frequently.

Bulkheads were tabbed into the hull to provide torsional stiffness, but one common complaint is that the bulkhead tabbing was sometimes light. The hull twisting that results causes some gelcoat cracking, especially on the deck in transition areas. *Desirée* has some minor gelcoat cracks that are barely noticeable.

The fit and finish of the interior joinerwork can be considered average. Other issues cited by owners include plastic through-hull fittings, poor backing plates on deck hardware, and smallish cockpit scuppers.

On deck

The Newport 28 II has a masthead rig with single spreaders, upper shrouds, and dual lower shrouds. Chainplates are set inboard next to the cabin trunk, allowing room on the sidedecks for crew movement fore and aft. The mast is deck-stepped and supported by an interior compression post neatly incorporated into a bulkhead.

The cabin trunk has a rounded top. Teak grabrails are fitted along its edges but they don't extend forward past the mast. As a result, working on the cabintop requires increased caution. A solid fiberglass hatch over the front of the cabin trunk was standard and translucent hatches over the saloon and the head compartment were popular options. The sliding companionway hatch runs beneath a traveler that provides mid-boom sheeting. Two small opening ports are fitted on each side of the cabin trunk forward, and larger fixed ports aft of them allow plenty of light to enter the saloon on both port and starboard sides.

An adequate anchor-stowage locker fitted in the foredeck is covered with a hatch; an anchor roller also was standard equipment. The original port and starboard cleats were small and many owners have replaced them with larger ones. The bow lacks chocks for docklines, so chafing gear on mooring lines is a must.

The stainless-steel bow and stern pulpits are robust. To improve access to an optional stainless-steel folding stern ladder, the top rail of the stern pulpit is cut in the center and replaced by a lifeline and pelican-hook closure. Single port and starboard lifelines were standard, but most boats were ordered with the optional second lifeline.

The cockpit is adequately sized for a 28-foot boat. It will comfortably seat four adults, although crew have to shift periodically to provide access for line-handling and winch-grinding activities. The standard helm arrangement was a tiller, but the wheel option proved popular. Unfortunately, the space behind the wheel is cramped and the helmsman cannot go forward easily. Since the boat has mid-boom sheeting and the traveler is on the cabin trunk, singlehanding a wheel-steered Newport 28 II is not easy. It's helpful to have crew along who can handle the mainsail.

Accommodations

Perhaps the most attractive feature of the Newport 28 II is a well-planned and nicely appointed interior. The rounded cabintop provides standing headroom of 6 feet 2 inches near the companionway which, while it diminishes quickly outboard and forward, is a pleasant surprise in a boat of this size.

The saloon has settees to port and starboard and a very nice fold-down table mounted on the forward bulkhead. When the table is tdown position, it reveals a clever cabinet that can be used to stow a wide variety of smaller items. Stowage is available above both settees in a combination of lockers and open bays. Each settee can accommodate one person for sleeping. The port settee supposedly converts to a double berth, but it's not really big enough for two people.

Desirée's galley is aft on the port

The T-shaped cockpit, at left, gives the helmsman room to move to the rail port and starboard to check sail trim, but the wheel and pedestal impede movement forward. That makes singlehanding difficult, because the mainsail sheet leads to a traveler on the cabin trunk. Charlie and Elaine Lawson, right, find their Newport 28 II well suited to their style of weekend and short-term cruising.

As on most boats, the V-berth is wide enough at the shoulders, but foot room at the forepeak is tight, at left. The head is compact but has stowage and a handheld shower, at right. The galley, below left, is compact but includes the essentials: sink, icebox, utensil rack, and stovetop. The saloon, below right, is spacious, with stowage outboard of the settees, a bulkhead-mounted table that folds down, and 6-foot 2-inch headroom at the base of the companionway and diminishing outboard and forward.

side. A two-burner propane stove with a cutting-board cover overhangs usable foot room at the aft end of the settee, and a single stainless-steel sink is mounted just to port of the companionway ladder. An insulated icebox is located outboard of the sink. There's not a great deal of usable counter space but, for a 28-foot boat, it's adequate.

The Newport 28 II also was available with a starboard galley option that included a two-burner stove with an oven. This option cut short foot room on the starboard settee berth. To restore it, the builder made a cutout in the forward bulkhead which may have weakened the bulkhead system somewhat, though no major problems have been reported.

At the aft end of the settee on the side opposite the galley, a clever folding seat lifts to reveal a fold-up navigation table. When the navigation table is in the down position, it forms the head of a quarter berth that extends beneath the cockpit seating. This adds a usable berth but, because access to it is poor, many owners use this space for stowage.

The V-berth is more than 6 feet long. With a filler section in place at the aft end, it provides a comfortable double. Foot room at the forward end is tight, but unless both occupants are very tall it won't be an issue. Usable shelf space is installed along the hull above the full length of the berth on both sides.

The head compartment is to port and forward of the main bulkhead. It features an aft-facing marine toilet, a sink mounted against the hull, and adequate room. A foot pump was the standard equipment for servicing the sink and shower on the 28 II, but pressure water and a water heater were popular options. Fresh water capacity is 25 gallons.

Propulsion

The Universal Atomic 4 gasoline engine powered most of the earlier Newport 28s. Later Newport 28 and 28 II models featured Universal or Yanmar diesels. *Desirée* has a Universal 18 diesel and, according to Charlie Lawson, it's highly reliable. Engine access for maintenance is fair. The engine front and belts can be reached by removing the companionway ladder and a removable hatch in the cockpit provides access to the top. Fuel capacity is 20 gallons, which provides a reasonable range under power for coastal cruising.

Performance

The Universal diesel and standard two-bladed prop move the boat nicely in moderate conditions. Backing under power is good, although some attention is needed to work with the prop-walk, which pulls the stern to port. Once the boat has gained sternway, low engine rpm and very slight helm corrections make it possible to control the boat while backing. Engine noise seems a bit high but is not overly bothersome, unless crew are trying to rest below.

Under sail, the Newport 28 II is nimble and fairly fast. Its average PHRF base rating is around 192, a few seconds quicker than the Newport 28. For

The navigator can communicate with the helm while working at the folding chart table over the head of the starboard quarter berth, at left. Access to the front of the engine is provided behind the companionway ladder, at right, and its top is exposed by a hatch in the cockpit.

comparison, a C&C 27 rates 200 to 204, and a Morgan 28 rates 207.

We sailed *Desirée* in 12- to 14-knot breezes. After some initial tenderness, she becomes quite stiff. The smaller standard mainsail and larger overlapping headsail are characteristic of the 1970s design philosophy, and the arrangement does provide a lot of power.

On the test sail, she sailed to weather comfortably with the wind at approximately 35 degrees apparent, displaying the slight amount of weather helm needed for control. She could be pinched slightly higher but quickly lost drive. Others have reported sailing the Newport 28 II to 30 degrees apparent wind, but straight-line performance and velocity made good (VMG) will both be much better when drive is maintained.

On a beam reach, the boat trimmed well and remained under very good control. The brisk breeze drove the boat at hull speed with little effort. When reaching in lighter breezes, trim for the large headsail is improved by moving the sheet leads outboard. The sheet could be led through a snatch block attached to the aluminum toerail, or a Barber hauler could be rigged to accomplish the same adjustment without changing the primary sheet leads.

The boat behaves well on a run, exhibiting very little tendency to roll, and tracks well. Falling off too deeply may require going wing-and-wing, or poling out the genoa and sailing by the lee, a tactic not advisable in higher wind conditions. Sailing the boat slightly higher and faster provides good VMG and increased safety.

Newport 28 II

Designer: Capital Yachts
LOA: 28 feet 4 inches
LWL: 23 feet 6 inches
Beam: 9 feet 9 inches
Draft (deep): 5 feet 2 inches
Draft (shoal): 4 feet 0 inches
Displacement: 7,000 pounds
Ballast: 2,900 pounds
Sail area: 395 square feet
Disp./LWL ratio: 241
SA/disp. ratio: 17.2
PHRF: 192
Water: 25 gallons
Fuel: 20 gallons
Mast above DWL: 41 feet (approx.)
Engine: Universal 18 diesel

The mainsail on *Desirée* has only one set of reefing points. This works well with the single-line reefing system, but at least two sets of reef points should be fitted for coastal cruising.

Price and availability

With nearly 1,000 hulls produced, several Newport 28 and 28 II models will almost always be for sale at any given time. A check of brokerage listings in early 2009 found at least 10 on the market. Four older Newport 28s were available with prices ranging from $9,900 to $16,900. Five Newport 28 II models were priced from $12,000 to $25,900. A sixth Newport 28 II was offered at an asking price of just $7,900. A survey might reveal defects leading to such a low price but, providing any such problems can be fixed reasonably, the boat may still be a good value.

Conclusions

The Newport 28 II was built to a set of compromises to suit a certain market. It is not an offshore-capable boat, and its construction quality is perhaps less than ideal, but it is nevertheless solid and dependable and has a very accommodating interior and good sailing characteristics. Anyone desiring a smaller coastal cruiser at an affordable price would do well to consider one of these boats. As Charlie and Elaine Lawson will tell you, the Newport 28 II is a good value for the dollar.

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.*

Newport 30

An affordable coastal cruiser in three editions

by Gregg Nestor

During the 1960s and '70s, Southern California was home to the world's largest builders of fiberglass sailboats. While Columbia, Cal (Jensen Marine), and Islander (Wayfarer Yacht Corp.) dominated the market, a number of smaller builders also cashed in on the fiberglass revolution. Among them was Capital Yachts, builder of the Newport model line, ranging from the Newport 16 daysailer to the big Newport 41.

East Coast origins

For close to 10 years, Bill Smith and Jon Williams had been retail sailboat dealers in the Greater Santa Monica Bay area. Both were accomplished sailors and racers and, as part of their retail businesses, each performed commissioning and warranty repairs. Also, both were sailing and selling Newport sailboats manufactured by Elgin National Industries, headquartered in Chicago, Illinois, with a manufacturing facility in New York State.

Bill and Jon believed they could improve on Elgin's quality yet still offer customers a line of open-water sailboats that would sell at a low, fair-market price. The odds for success weren't in their favor. However, their experiences and desire, coupled with the aid of their banker, Sandy Greenberg, made their dream a reality.

Wanting to concentrate on engineering, mining, and industrial manufacturing, Elgin National Industries elected to divest itself of its sailboat subsidiary. In 1971, Bill and Jon formed Capital Yachts, Inc. and bought the tooling for the Newport fleet from Elgin.

They moved the manufacturing process to Harbor City, California, and contracted the design firms of Cuthbertson & Cassian (see *Good Old Boat*, September 2002 for the full story of C&C) and Gary Mull (*Good Old Boat* November 2002) to develop designs for a new and updated fleet of Newport sailboats. Their first year's production was pre-sold and, initially at least, they had a large and steady backlog. Along with the Newport line, Capital Yachts Corporation went on to build Neptune and Gulf sailboats. But boatbuilding is a tough business, and their good fortune did not last. In 1996, Bill Smith and Jon Williams were forced to close the doors.

Gary Mull design

After several false starts, designer Gary Mull made it big as a naval architect. A few of his credits include the Santana 22, 27, and 37; the Ranger 22, 23, 26, 32, 33, and 37; the Freedom Independence 28, 30, 36, 42, and 45; and the Newport 30 and 33. He died in 1994 at the age of 55.

Introduced in 1973, the popular Newport 30 went through several design modifications during its production run, which lasted from 1973 well into the 1980s. While not intended or built as an offshore boat, with reasonable refitting the combination of the Newport 30's fast hull and roomy interior makes for a competitive and rewarding coastal cruiser and club racer.

As originally designed, the Newport 30 displays a rather straight sheer that harmonizes well with the boat's sharp stem and straight stern. The cabintop carries its lines forward to the stemhead, while the portlights are sized to match the roof height. These two features, along with the cove stripe, work together to deepen the curve in this flattish sheer, making it look more traditional. Underwater, the powerful hull carries a scimitar-shaped keel and rudder, which at the time were thought to be most efficient.

This initial design was in production from 1973 to about 1975. Modest changes were then made, and the Mk II version was offered from 1976 to 1985.

In 1986, the Newport 30 Mk III was introduced. While the original Newport 30 and the Mk II designs were drawn by Gary Mull, the Mk III is listed as being designed by the Capital Yacht design team. That means a member of the in-house design team reworked the original lines. Nevertheless, the boat is obviously very similar to its predecessors. The scimitar-shaped keel and rudder gave way to more modern high-aspect-ratio appendages (see drawing on Page 10) and the ballast was slightly reduced. Instead of an inward flange hull-to-deck joint, the Mk III's joint was changed to an outward-facing flange. This probably accounts for the Mk III having 3 inches more beam than the previous two editions.

Construction

Construction of the Newport 30 is straightforward and typical of the era. Both the hull and deck are hand-laid, as opposed to being laminated with a chopper gun. The hull is solid and is comprised of up to seven layers of multidirectional mat and 24-ounce woven roving, a heavy fabric used for quickly building laminate thickness. The deck is cored with a synthetic material called Glasspack. In areas that require both sheer and compression strength, the Glasspack was replaced by marine plywood. The hull-to-deck joint was mechanically fastened with aircraft rivets on 6-inch centers and the seam sealed with fiberglass mat and resin.

To reduce labor costs, the Newport 30 has a fiberglass pan that incorporates basic furniture, like berth foundations. The pan's horizontal surfaces are cored with marine plywood and the unit is bonded to the hull with fiberglass roving. Earlier models featured a molded fiberglass headliner with teak accent battens and trim, while later editions came standard with a padded vinyl headliner. The latter makes it possible to tab the bulkheads to the deck with fiberglass fabric, which is not possible with the fiberglass headliner. According to Bob Johnson, a former Newport dealer and owner of our review boat, *Valkyrie*, some boats with the padded vinyl headliner had bulkheads tabbed to the deck, while on others they were not.

The keel is made of lead. In addition to being epoxied to the hull, the keel is fastened to the boat by means of galvanized-iron keel bolts. Completing the process, resin-saturated fiberglass cloth covered the joint. Inside, a resin and asbestos mixture was poured into the hull's keel recess, covering the keel bolts and permanently locking them in place.

On-deck features

Situated between the forward mooring cleats is a very deep anchor locker, capable of storing at least two anchors and rodes. Also conveniently located in the locker is the deck-fill plate for the 70-gallon potable water tank nestled beneath the forward end of the V-berth. The anchor locker's hatch is fitted flush for obstruction-free footing, however it lacks any means with which to lock it when closed.

The sidedecks are 14 inches wide and, like all the deck's horizontal surfaces, feature a molded-in non-skid pattern. However, the inboard-mounted chainplates and the headsail tracks clutter the sidedecks a bit.

Forward on the cabintop is a flush-mounted opaque fiberglass hatch. Just forward and to port of the mast is an optional small hatch over the head compartment. And just aft of the mast is a flush-mounted smoked Plexiglas hatch, followed further aft by the sea hood. There are four opening

Bob Johnson's Newport 30, *Valkyrie*, heads out to sea, facing page. This page: the companionway (which lacks a bridge deck), the cockpit sole engine access, and the steering station.

portlights, two forward on each side, followed aft by four larger fixed portlights, two per side.

For safety, there are double lifelines, a stainless-steel bow pulpit, and a stern pulpit with centerline swim ladder. A pair of teak handrails mounted on the cabintop and a slotted aluminum toerail complete the picture.

The Newport 30 featured a T-shaped cockpit with tiller steering as standard equipment. Wheel steering was offered as an option. If fitted with a wheel, the emergency tiller attachment fixture, located directly underfoot, can be a tripping hazard for the helmsman.

The seatbacks are 12 inches high, including coamings, and provide fair back support and bracing. For stowage, there's a lazarette with access beneath the helmsman's seat and a port cockpit seat locker, which also provides access to the engine and packing gland. The companionway is large. There's no bridge deck to prevent a pooped cockpit from emptying water below. Four small scuppers are provided to clear water out of the footwell.

Belowdecks

The forward compartment of the Newport 30 features a generous V-berth with insert. The port portion of the berth is 7 feet 8 inches in length, while the starboard portion is only 6 feet long. This shorter side allows for the placement of a four-drawer locker just forward of the large starboard hanging locker. Spanning the tops of both is a convenient bureau top. The door to the hanging locker is oversized and can be swung out across the passageway to create a stand-up changing area and to give the forward cabin some privacy. There are lockers beneath each leg of the V-berth and a pair of outboard shelves. The forward hatch and two opening ports ventilate this cabin.

On the port side, just aft of the V-berth and across from the hanging locker, is the very roomy head compartment with a molded fiberglass sink, head, several stowage lockers, and a shower sump with teak grating. The handheld shower performs the dual duty of showerhead and sink spigot. While many Newport 30s have been upgraded to include pressurized hot and cold water, it came standard with manual cold water. An opening port provides illumination and ventilation and a teak door closes the space for privacy.

The saloon is configured with a straight settee to starboard and an L-shaped settee to port. While the starboard settee functions as a single berth, the port settee converts into a double by lowering the bulkhead-mounted table and rearranging the settee cushions. A pair of teak handrails is overhead for safe maneuvering. Behind the port settee is a pair of lockers with leaded-glass doors and a book cubby. On the starboard side are three book cubbies and a novel TV shelf with a pair of stowage bins. Along with the holding tank on the port side and the batteries to starboard, additional stowage can be found beneath the settees. An opening port, the overhead hatch, and the companionway provide the saloon with good air flow.

The U-shaped galley is aft to port, separated from the saloon by means of a unique and convenient serving island. Located outboard is a three-burner gimbaled alcohol stove with oven. Next is a top-loading icebox with teak grate and an aft-facing double sink with manual foot pump. The galley has adequate stowage for provisions, pots, and dinnerware. It includes a trash chute in the forward portion of the port cockpit locker.

Directly across from the galley on the starboard side is the aft-facing navigation station with its own seat. When not in use, the chart table can be slid aft out of the way and stowed above the starboard quarter berth. The quarter berth itself is quite roomy and is naturally illuminated by means of a translucent panel located in the starboard

Newport 30 Mk III

Designer: Capital Yacht design team
LOA: 30 feet 6 inches
LWL: 26 feet 6 inches
Beam: 10 feet 8 inches
Displacement: 8,500 pounds
Sail area: 425 square feet
Ballast: 2,800 pounds
D/L: 294
SA/D: 16.9

footwell of the cockpit's T. There's chart stowage beneath the chart table as well as general stowage in the form of bins and a full-length shelf. The boat is blessed with lots of stowage.

All cabinets, drawers, handrails, and trim are solid teak, while the bulkheads, doors, and large surfaces are veneered with teak. The sole is of teak and holly, and there's 6 feet 4 inches of headroom throughout.

The rig

The Newport 30 is a masthead sloop with a 43-foot 7-inch mast stepped on deck. Both the mast and the boom incorporate internal sail tracks. The mast features a single pair of airfoil spreaders and is supported by a pair of cap shrouds, dual lower shrouds, a headstay, and a split backstay. Sail area is 425 square feet, giving it a sail area/displacement ratio of 16.9, which is typical of coastal cruisers.

The mainsail came standard with one reef point and jiffy reefing. The original halyards were external wire/rope. A pair of mast-mounted Lewmar single-speed winches provides the mechanical advantage for hoisting sails. Our review boat was fitted with the optional cabintop-mounted halyard winch.

The tracks and cars for the genoa are on the sidedecks and lead to a pair of Lewmar #30 2-speed primary winches on the cockpit coamings. For ease of handling, our review boat was upgraded with Lewmar #40 self-tailers. The main is sheeted mid-boom and is fastened to a cabintop traveler.

Underway

The Newport 30 is a very capable coastal cruiser and respectable club racer. Typical of trends in yacht design at the time, the mainsail is relatively small, so in light air you'll have to set a large genoa to get the boat moving. Under 10 knots of breeze, a 150- to 170-percent genoa will mke a big difference in boat speed. Above 10 knots, things start to get exciting and it performs well. Weather helm becomes a concern at around 15 knots, and at 18 knots the main needs to be reefed in order to balance the boat.

Auxiliary power is furnished by a 2-cylinder, freshwater-cooled Universal diesel. Depending upon the year of manufacture, the horsepower rating can vary from 15 to 18. With the 13-inch sailing propeller as standard equipment, this power plant pushes the boat along at a tad over 6 knots. The 30-gallon fuel tank is located beneath the starboard quarter berth. Access to the engine is above average to very good and can be gained from behind the companionway steps, from the cockpit hatch, which is prone to leaking, and from both sides.

Things to check out

In addition to the typical age-related concerns, three areas of importance require close scrutiny. The first is hull blistering. Several cases of moderate-to-severe osmotic blistering have been reported by owners. If you find a boat whose hull appears to be in pristine condition, question the owner about what was done to correct or protect it. If blistering is present, determine whether the asking price has been adjusted accordingly. As always, seek guidance from a competent marine surveyor.

The second area of concern is the hull-to-deck joint. The outward-facing flange is prone to damage, failure, and subsequent leakage as a result of a "hard docking." Examine the toerail and investigate any areas that are damaged or distorted. This can be a tough repair job.

Lastly, while great pains were taken to make the hull-to-keel joint permanent, galvanized iron bolts can corrode, and resin-encased bolts are impossible to examine. Check for telltale signs of groundings and examine the joint for breaks in the fiberglass. Water seepage will corrode the bolts. This is another tough area to fix.

Conclusion

A comfortable, roomy interior married to a fast hull is always a good combination for sailing fun, and the Newport 30 is just that. Like all boats, the Newport 30 has its shortcomings, but with a little thought and modification it will perform well. By the way, it's not a bad looker! On the used boat market, a Newport 30 sells for $10,000 to $25,000, depending upon year and condition.

Resources

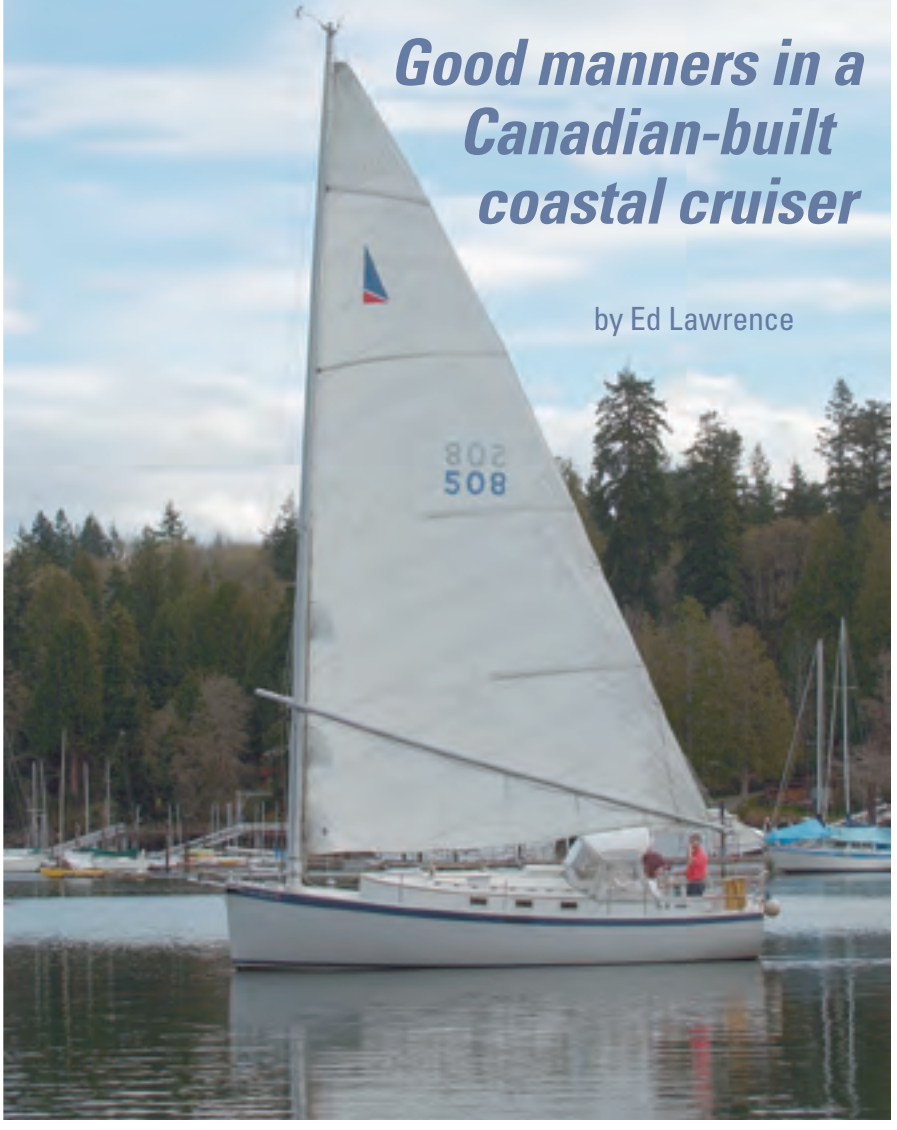
Newport 30 (San Francisco) site
<http://www.newport30.org>

The starboard chest of drawers and hanging locker is opposite a roomy head to port, facing page. This page: the galley, the main saloon, the slide-away navigation station (pulled out and ready for use in this photo), and the port settee and serving island.

Nonsuch 30

Good manners in a Canadian-built coastal cruiser

by Ed Lawrence



Catboats aren't particularly known for speed, rather for simplicity and stability. There are no headsails to tack and trim, and the relatively wide beam of the catboat gives it great initial stability. All this is true of the Nonsuch 30. Its traditional appearance and 11,500-pound displacement certainly do not suggest speed. Thanks, however, to a long waterline and generous sail plan, on a reach this boat can boogie.

The Nonsuch 30 is an innovative design resulting from the inspiration of Canadian yachtsman Gordon Fisher and the talent of Canadian designer Mark Ellis (see *Good Old Boat*, May 2003). Gordon was a prominent sailor (past winner of the Southern Ocean Racing Conference) and business leader, who at one time was commodore of the Royal Canadian Yacht Club. When he decided to build a cruising sailboat, he envisioned a catboat with a freestanding rig, at which point he sought out Mark Ellis, who put ink to paper.

In Mark's words, "Gordon admired the Ljüngstrom-rig from the early 1930s. With a freestanding mast and no boom, this rig was perfect for singlehanding. We eventually decided on a Ljüngstrom-type rig that was modified by a windsurfer-style wishbone boom for better sail control."

Gordon then presented his vision to George Hinterhoeller in St. Catharines, Ontario, who in 1977 had formed, for the second time, Hinterhoeller Yachts, two years after selling his shares in C&C Yachts. Reportedly, George was less than enthusiastic about the design, but when six members of the local yacht club placed orders for the boat, he readily agreed to undertake the project.

In the years that followed, Mark designed four additional Nonsuch models — the 22, 26, 33, and 36. An upgraded version of the 30, dubbed the Nova, boasted a different interior and carbon fiber mast and wishbone boom. Unfortunately, production of these popular boats ceased in November 1995, when Hinterhoeller Yachts closed its doors for the last time.

History records that the Nonsuch was named after a boat owned by the Hudson's Bay Company. That vessel was named after the Baroness Nonsuch of Surrey, England, the mother of King Charles II's two natural sons. A busy lass, the Baroness also bore the illegitimate daughter of John Churchill, the man who later became governor of the Hudson's Bay Company in 1685.

Nonsuch owners are an active bunch, who boast that their association is one of the largest class associations in North America. The majority of the boats are east of the Mississippi, but owner groups also are found on the West Coast and, in particular, the Pacific Northwest.

Design

In profile, the Nonsuch 30 is characterized by a plumb bow and traditional cabin. Features of the latter include the rounded forward end of the cabin and the teak eyebrow running above the portlights. An examination of the arrangement plan shows a wide beam carried well aft to produce a spacious interior and cockpit. The plumb bow and stern tend to duplicate today's modern designs in racing sloops, which extend waterline length to the max. The reason: boat speed increases with waterline length. The formula is 1.34 x the square root of LWL.

The dominant feature of the Nonsuch, however, is an unstayed mast located within inches of the bow. At first blush, the large-diameter spar has

> **Nonsuch owners are an active bunch, who boast that their association is one of the largest class associations in North America.**

about as much visual appeal as a telephone pole. An aluminum wishbone boom, about the same length as the boat, is positioned high off the deck with sheeting at the end. With a 44-inch freeboard, the Nonsuch might seem incapable of getting out of its own way. Not true. The hull form, which has been favorably compared to that of a Finn and International 14, produces a balanced helm through most wind speeds and sea states.

A relatively flat underbody yields a displacement/length ratio of just 216, which is considered moderately light. Moderate draft of 5 feet is sufficient for creating decent lift, and the semi-balanced spade rudder assures positive control. In these respects, the Nonsuch 30 has none of the bad habits of traditional catboats, such as extreme weather helm in high winds.

The sail area/displacement ratio is 17, which is generous even for a coastal cruiser, but that's because all of the sail area is in one sail. When winds go light, there's no option of hoisting a genoa, gennaker, or spinnaker.

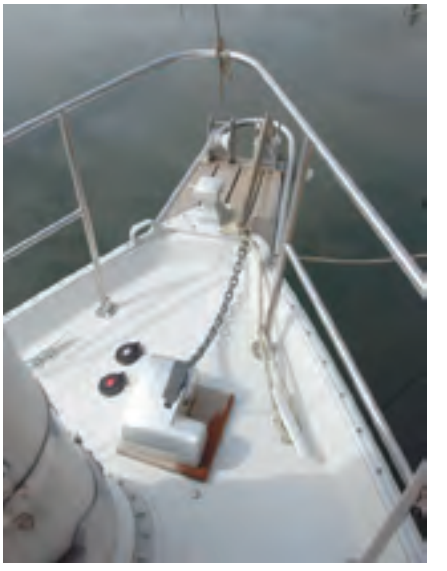
Deck layout

The deck layout and cockpit are models of simplicity. Since the mainsail lives in a cradle of lines attached to the underside of the wishbone, it's easily hoisted and doused and rarely touches the deck. Without shrouds, sailtrack and genoa cars, jib and spinnaker sheets, turning blocks, and the other hardware that usually clutters a deck, the decks of the Nonsuch are essentially barren.

The cockpit measures 6 feet on the centerline, and the footwell is 30 inches wide, so crewmembers can stretch their legs without intruding into the space of those sharing the cockpit with them. The wheel is situated well aft and, with a 28-inch diameter, it's large enough to steer the boat but small enough to allow crew to move fore and aft past it with only minor contortions. The halyard and control lines (reef, boom vang, mainsheet, and "choker") are led aft to sheet-stoppers on the cabintop adjacent to the companionway, so there's little need to leave the cockpit. In fact, once the mainsail is dialed in, there's little for a crew to do except watch for wind shifts.

On the rare occasion when someone must move forward — perhaps to set an anchor — she or he will walk on a 24-inch-wide sidedeck without fear of tripping over a block, car, or shroud. What takes some getting used to is the lack of shrouds to hang onto. There are, of course, stanchions and lifelines, but you have to crouch to reach them.

A popular and desirable option is a short bowsprit that extends the



Father and son team, Jay and Tony Abbott, own and sail *Angora*, the Nonsuch 30 on facing page. The bow, top right, is uncluttered, and the sidedecks are surprisingly clear since the unstayed mast lacks shrouds. You soon grow used to the massive mast on the foredeck, below left, and the cockpit is spacious, at right and below right.

anchor and its rode sufficiently forward of the bow to avoid dings in the gelcoat.

Accommodations

Venture three steps down to the main cabin. You'll find it to be brighter than those in most boats. Three opening hatches in the coachroof and nine opening ports invite light and fresh air aboard.

Hinterhoeller Yachts initially offered what it called the Classic layout, the forerunner of the Ultra layout, which became the more popular. The Classic is, to say the least, unusual. In the forward 6 feet of the boat are two hanging lockers and a great deal of storage space created by three transverse and two fore-and-aft bulkheads. The rest of the boat is one large cabin, though there is a moveable partition and a door to divide it.

Forward in this large cabin are two settees with shelves and cubbies outboard and a drop-leaf table on centerline, so if you're sleeping on the settees, it's a simple matter to fall into bed after dinner. The drawback is that when dining underway, you'll be seated in the bounciest part of the boat. For privacy in this part of the cabin you have to raise a slide-up partition between the galley and port settee. A teak door folds against the head's bulkhead.

The galley is to port amidships, opposite the head. If you want to talk to the cook, you'll have to sit on the forward section of the port or starboard quarter berths.

The Ultra layout in *Angora* is the more traditional of two accommodation plans. Jay shows off the C-shaped galley, center top. The navigation station is tucked in near the companionway ladder, center middle, and the dining table is to starboard, center bottom. The head, above at left, offers snug room for someone to brush teeth while another is in the shower. The hanging locker, above at right, provides a great deal of space for a 30-footer.

In comparison, *Angora*, our test vessel, sported the Ultra layout. She is owned by Jay Abbott and his father, Tony, Nonsuch aficionados who sail on Puget Sound. Until recently, Jay owned a Nonsuch 26, his father a Nonsuch 36. Deciding to pool their resources, they sold both so Jay ended up with a bigger boat and Tony one that is more user-friendly for, well, let's just say one who is old enough to be Jay's father.

The Ultra model has an 8-foot-long, 10-foot-wide main cabin amidships, with dining table to starboard, full-length settees port and starboard, C-shaped galley to port opposite the head, and a proper nav station aft under the companionway. The starboard settee and table convert to a double berth large enough for a couple or a pair of Labrador retrievers if, like some people I know, you take your dogs sailing. The port settee is 6 feet 6 inches long. The interior is finished with teak-faced plywood and nicely varnished solid teak trim.

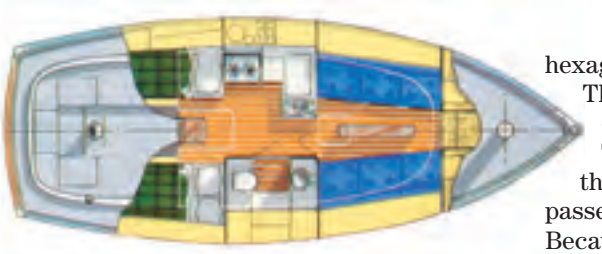
The forward stateroom has a hinged teak door and a double Pullman-style berth offset to port. This configuration frees up space compared to a conventional V-berth that at the head is much wider than two people need; the flip side is that the person sleeping outboard has to climb over his or her mate to get out. To starboard is a larger-than-normal hanging locker into which a businessman's wardrobe would fit nicely. To starboard is a 16-inch x 30-inch vanity coupled with a large mirror.

The galley is a small but functional space into which a Force 10 two-burner stove/oven combination, refrigerator, and sink have been shoehorned. An icebox is located under a 33-inch x 23-inch counter that provides just enough room to slice a prime rib. The sink, though, is small-

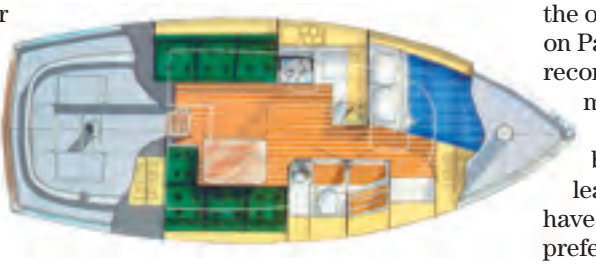
ish. Outboard are cupboards enclosed by sliding Plexiglas doors that provide a clear view of the Waterford crystal. An additional cabinet is perched over the sink just high enough that dishes can be rinsed without fear of banging your noggin.

The shower/head compartment is partitioned so that Mom can shower while Dad brushes his teeth, though the arrangement involves a bit of a compromise in that neither space is an ideal size. No matter. The loo is accessible from the main cabin and the forward stateroom.

Aside from having a more sensible layout, my impression is that the Ultra model has more nooks and crannies into which gear can be stowed, so it also seems more utilitarian than the Classic.



Classic layout



Ultra layout (review boat)

Construction

One of the three founding companies that merged to form C&C Yachts in 1969 (see *Good Old Boat*, September 2002), Hinterhoeller Yachts pioneered work in balsa-cored construction methods. At C&C, the design emphasis was on racing and high-performance cruisers, so lightweight, stiff hulls were critical. After leaving C&C and again starting his own company, George Hinterhoeller continued to earn a reputation for building high-quality yachts with attractive interiors and good sailing characteristics.

The hull and deck of the Nonsuch 30 are balsa-cored sandwiches with skins of unidirectional fiberglass and woven rovings. Bulkheads are marine-grade plywood tabbed to the hull. The hull and deck are joined by a through-bolted, butyl-bedded joint capped with an aluminum toerail.

Appendages are a moderate-aspect-ratio fin keel and freestanding, semi-balanced rudder. The external lead keel is bolted to the hull with stainless-steel bolts passing through floor timbers glassed over with unidirectional rovings, a method that transfers loads throughout the hull.

The heavy, unstayed mast requires the installation of substantial bulkheads in the bow to absorb and transfer the loads. A female mast step is attached to the hull, into which the butt of the mast is fitted, after which a hexagonal male counterpart is added. Then the whole unit is strengthened by stainless-steel screws. The mast is further connected to the hull by a pin at deck level that passes through both mast and collar. Because unique forces are at work on a freestanding spar, it requires regular inspection and maintenance — see the owners' association website listed on Page 50 for help. Also, it is strongly recommended that the mast be removed when the boat is hauled.

Deck hardware has proper backing plates but, oddly, on at least some boats, the through-hulls have gate valves rather than the much preferred positive-action seacocks.

Nonsuch 30

Designer: Mark Ellis
LOA: 30 feet 4 inches
LWL: 28 feet 9 inches
Beam: 11 feet 10 inches
Draft: 5 feet 0 inches
Displacement: 11,500 pounds
Ballast: 4,500 pounds
Sail area: 540 square feet

Performance

We tested *Angora* despite the fact the Westerbeke diesel engine would not turn over, even though we had freshly charged batteries. (Some early models had Volvo 11C diesels with saildrives, others had Universal 30-hp diesels.) The wind was dead calm.

No sweat. Jay hoisted the mainsail, pointed the bow close to a spot where we hoped some wind might appear, and sailed off the dock at a snail's pace. The cups on the wind-speed indicator were not moving. But minutes later, a blustery 2-knot northwesterly appeared and the boat began to make way, silently tacking through more than 80 degrees apparent wind and energizing the dockside photographer. In the process, *Angora* proved the adage that there's no substitute for sail area — the Nonsuch 30 carries 540 square feet of canvas. Even in light breeze it handles nimbly, turning in its own length.

There are significant differences between sailing a sloop and a catboat. For openers, the only running rigging is the main halyard, the mainsheet, and a choker line dead-ended on the front of the mast that controls the fore-and-aft position of the wishbone. It is led to the forward end of the wishbone, then aft to the cockpit.

The mainsail tack is attached low on the mast, the clew on the aft end of the wishbone. Flattening the mainsail is achieved by tensioning the choker, which moves the wishbone aft and tensions the sail. Reefing is a matter of pulling a line on the underside of the wishbone to shorten the leech while easing the main halyard. The reefed

sail then is contained in a cradle in the wishbone. For offshore sailing, a storm trysail is possible and recommended. Check the owners' association website.

However, Jay says, "We don't think about tucking in a reef until the wind is blowing 30 knots, because the top of the mast is so bendy that it spills lots of air. I only tucked a second reef in my Nonsuch 26 when the wind was blowing 40 knots." Combined with a wide beam and a 40-percent ballast-displacement ratio, the bendy mast also makes for a stiff boat.

While traditional catboats are notoriously difficult to handle in high winds owing to weather helm, the Nonsuch 30 is well balanced. Designers have, after all, learned a few things over the years.

The average PHRF rating for the Nonsuch 30 is 186. Compare this number to the one-design racer J/30 at 144, and the 1970s-era Newport 30, reviewed in the last issue, at 174. The Pearson 30 also rates 174. (See sidebar on this page for an explanation of how these ratings are determined.)

The bottom line

There's no arguing the fact that a catboat is simply one of the easiest boats to sail. Tom Wylie, who designed the Wyliecat 30, once said, "My 70-year-old mother drives a catboat to weather on San Francisco Bay in 25 knots of wind."

Since the same holds true for the Nonsuch and it also has a turn of speed, any sailor who disdains this boat on the basis of its appearance will be missing an opportunity to sail a fun, well-built boat. On the other hand, if you like tweaking lines and playing with main and headsail shape to improve performance, the Nonsuch 30 is probably not the best choice.

PHRF: What the numbers mean

by Dan Spurr

The Performance Handicap Racing Fleet (PHRF) is a method of handicapping yachts that does *not* employ an equation into which one inserts numbers such as displacement and waterline length, with the resulting number being a given boat's rating.

Rather, a PHRF number is determined by actual performance on the racecourse, periodically adjusted as necessary by a local PHRF committee based on changes to the boat or changes in the boat's performance relative to others participating in the same local fleet races. As one description reads, it is based on the "perceived speed potential of a yacht," and no credit is given for the skipper's "lack of sailing skill or boat preparation." In fact, ratings assume the boat is in "racing condition."

The rating numbers translate to "seconds per mile." Let's say the rating for your boat is 150, which means 150 seconds per mile above a reference point (between 450 and 650 seconds are used for time-on-time scoring) or reference boat. In overly simple terms, if you're competing against another boat with a rating of 145 seconds per mile while your boat has a rating of 150 seconds per mile, and the race is, say, 5 miles long, then to win, the other boat would have to beat yours by more than 25 seconds (150-145 = 5; 5 seconds per mile x 5 miles = 25).

Ratings are based on certain assumptions about each boat. For example, the length of a spinnaker pole must be the same as the J dimension; the genoa LP between 150 percent and 155 percent of J; the propeller either folding, feathering, two-bladed in an aperture or on a retractable outboard motor; and the hull and appendages must not have been modified. If, say, you have a three-bladed prop on your boat, the local PHRF committee might add a few seconds to your rating to compensate for the increased drag of this prop.

While one-design fleets, such as the J/30 class, might settle on the same fixed number for all boats around the country (they have, and it's 144), for most boats you'll find that the PHRF ratings vary by a few seconds per mile from area to area. That's because of variations in how they compete in their local fleets, and that could be due in part to local weather conditions (San Francisco Bay generally has higher wind speeds than Chesapeake Bay).

PHRF ratings are most accurate when there are several of the same boats competing in the same fleet. Wide variations in ratings between fleets sometimes occur when there are only one or two boats in a fleet.

The beauty of PHRF, for our purposes at *Good Old Boat*, is that it gives an objective means of comparing performance between two different models of boats. Beginning with this issue, boat reviews will include PHRF numbers whenever available. We'll also give the numbers of several similar-length boats, so you can get an idea of how fast or slow a given boat is relative to others you might know.

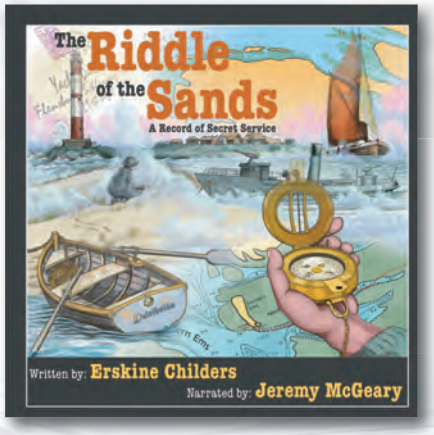
More information on PHRF and how the numbers are actually used by race committees (time-on-time, time-on-distance, and so-called golf handicaps) is available at the U.S. Sailing website, <http://www.ussailing.org/phrf/>.

On the starboard side, Jay sits between his mother, Babs Abbott, and wife, Darlene Kordonowy; on the port side are Jay's father, Tony Abbott, and stepnephew, Nazar Kamenchnko.

Resources

International Nonsuch Association
<http://www.nonsuch.org>

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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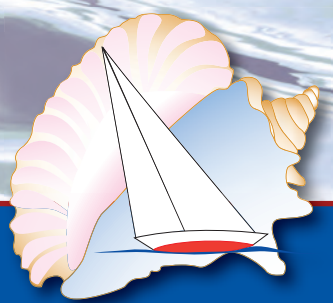


www.AudioSeaStories.com

A tale of two O'Day 28s

A cruiser and a racer . . . both owners are happy

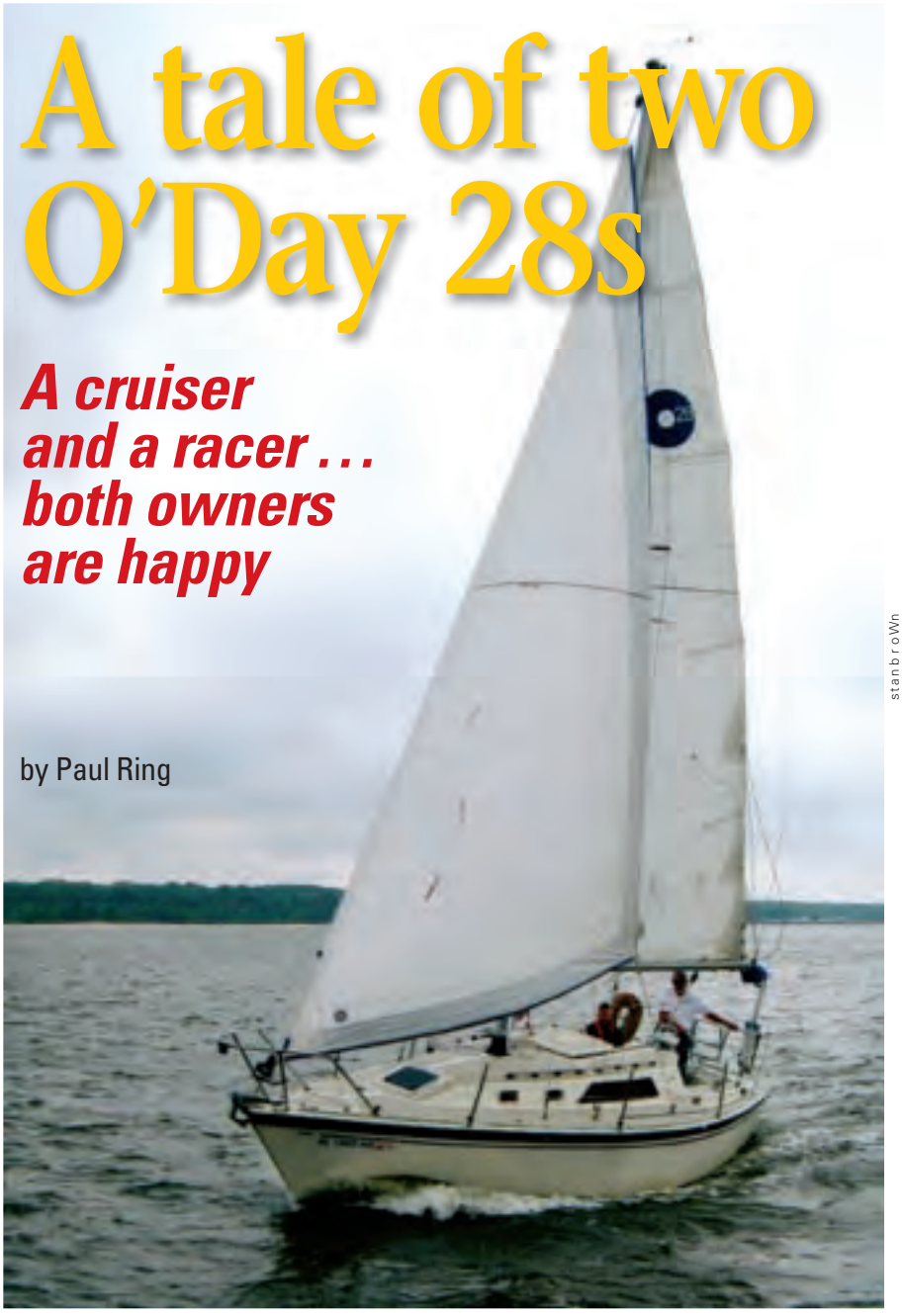
by Paul Ring

From 1978 to 1986, Bangor Punta Marine produced 507 O'Day 28s; two of them are kept at the docks of Fairhope Yacht Club in Fairhope, Alabama, on the eastern shore of Mobile Bay. *Liza*, a 1984 model, is owned by David and Mary Lucas, and *Sunshine*, a 1987 model, belongs to Ralph and Joan Peterson. Each couple bought their boat for quite different reasons.

When I caught up with David, he was preparing his boat for a two-month cruise along Florida's Gulf Coast as far as the Dry Tortugas. While I helped him move his boat to the marina across the creek for a quick haulout to clean and inspect the bottom, we talked about his boat; it's his first, and he's owned it for seven years.

While the O'Day 28 is considered a racer/cruiser (or cruiser/racer), for David and his wife, Mary, it is a cruiser, for they have little, if any, interest in racing. Budget was their first consideration, so they shopped for boats of the approximate size and vintage of the O'Day 28. To avoid delivery costs and inconvenience, they also looked for a boat located within a reasonably short sail from home.

Their interest in cruising made interior accommodations very important. David says Mary insisted on a boat with a "real head." For David, a boat of manageable size for singlehanding — both sailing and maneuvering in a



stanbroWn

***Liza* underway, at right. Although 25 years old, her lines retain a contemporary, handsome look. The O'Day 28 test boats were *Liza*, below at left, and *Sunshine*, below at right, one a cruiser, the other a racer.**

Hauled out for a scrub, the underwater profile of *Liza's* fin keel and spade rudder is revealed.

Liza shows lean, good looks with her raked bow and counter transom. Her foredeck is uncluttered.

harbor — was important. Mast height was also important because, along the northern Gulf coast, there are several 50-foot bridges. After looking at a number of boats, they kept returning to the O'Day 28. It was in better-than-average condition and David was impressed with its overall quality. He says it felt like a "solid boat." He still thinks so.

Ralph and Joan Peterson lost their Ranger 30 to Hurricane Katrina and their 1987 O'Day 28 is its replacement. Not precisely an even trade, perhaps, but close in many ways. Both the Ranger and the O'Day were designed by C. Raymond Hunt Associates, New Bedford, Massachusetts, and built by Bangor Punta Marine, Fall River, Massachusetts.

Although the O'Day is smaller, interior arrangements are similar. For Ralph, the interior is primarily for stowage, since his interest is exclusively club racing and the occasional daysail. Already familiar with the quality of Bangor Punta Marine products, Ralph felt comfortable when shopping brought him and Joan to the O'Day 28. Like David Lucas, Ralph cites the O'Day 28's ease of handling. He doesn't singlehand, but he often races shorthanded.

Design

The O'Day 28 is quite modern looking, even though the design is 30 years old. A flat sheer joins the raked stem and counter transom. Freeboard and beam are generous, creating ample interior volume for accommodations; however, the fine bow means the couple occupying the V-berth will be playing "toesies."

O'Day 28

Designer: C. Raymond Hunt Associates
LOA: 28 feet 3 inches
LWL: 22 feet 11 inches
Beam: 10 feet 3 inches
Draft (keel): 4 feet 8 inches
Draft (cb up): 3 feet 3 inches
Draft (cb down): 6 feet 10 inches
Displacement (keel): 7,300 pounds
Displacement (cb): 7,700 pounds
Ballast (keel): 2,550 pounds
Ballast (cb): 2,950 pounds
Bal./Displ. (keel): 0.35
Bal./Displ. (cb): 0.38
Sail area: 370 square feet
Displ./LWL ratio: 271
SA/Displ. ratio (keel): 15.70
SA/Displ. ratio (cb): 15.20
PHRF: 228

The cabin trunk is fairly long and low enough to nicely complement the hull profile, which does, however, somewhat compromise headroom, which is about 6 feet. Even though I'm 6 feet 2 inches, in my view, the small loss of headroom is worth the improved appearance.

The cockpit is sufficiently large and the coamings are raked about right for comfortable seating. The modified T-shape makes it possible to get past the steering wheel without stepping up on the seats — an important safety feature. However, there are only two undersized cockpit scuppers. These would drain slowly if pooped.

The sidedecks are wide enough for comfortable movement from the cockpit to the foredeck, where there is an anchor locker and a single anchor roller. A second, lightweight Danforth-type anchor could be carried in the locker. Altogether, it's a reasonable arrangement for coastal cruising.

Underwater, the entry is fine at the bow, and the bottom gradually widens to well-rounded sections farther aft. The fin keel is of moderate aspect ratio with a sharply raked leading edge. The spade rudder is hung all the way aft. Draft is 4 feet 8 inches, which is shallow enough for those who regularly sail in thin water. A less popular centerboard version also was produced, which drew 3 feet 3 inches board up, and 6 feet 10 inches board down.

Interior

The interior layout of the O'Day 28 is conventional. As mentioned ear-

The anchor locker is a convenient feature. With the primary anchor on the bow, a second, lightweight anchor can be carried in the locker.

Sunshine's traveler, with line control, makes for easy mainsail shaping when racing.

lier, the V-berth is narrow at the foot. Forward of the V-berth is bin storage under the anchor locker, with additional storage under the berth. The head, immediately aft of the V-berth, extends completely across the boat and fulfills Mary Lucas' requirement for a spacious, enclosed head. Especially appealing is the large fiberglass lavatory unit with generous storage under and behind it. Showering is done with a hand-held unit while using the commode as a seat. The holding tank has a capacity of 15 gallons.

The main cabin has settees port and starboard, with the port settee convertible to a double. The dining table is attached to, and folds up against, the forward bulkhead — a good arrangement in a boat this size. However, once underway it should be stowed; otherwise, stumbling into it would likely tear it away from the bulkhead.

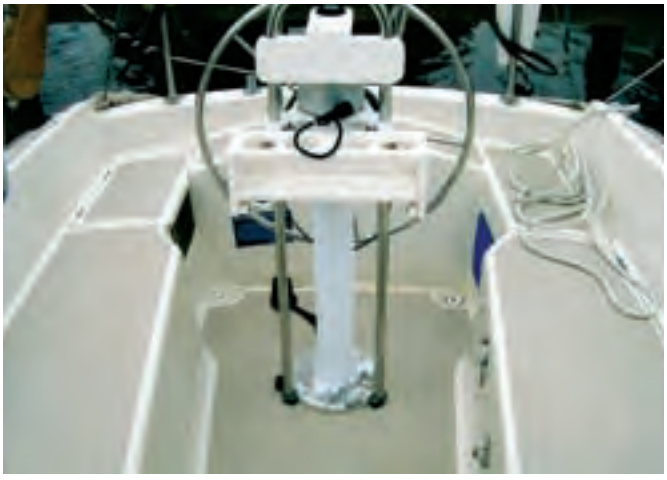
The L-shaped galley is aft and small, but adequate. Both David's and Ralph's boats have the original two-burner pressurized alcohol stovetops. While these stoves are out of favor because of the potential for flare-ups when lighting, David and Mary find theirs satisfactory, and Ralph doesn't use his at all. The small 4-cubic foot icebox is barely adequate and could benefit from adding insulation, where possible, between the box and the surrounding cabinetry. David and Mary supplement theirs with a 12-volt portable refrigerator/freezer chest stowed in the quarter berth. The sink partially tucks under the cockpit, which makes dishwashing a little awkward. Galley stowage is well thought-out and adequate for coastal cruising.

On the starboard side is a cabinet with built-in drawers. A hinged extension converts it to a small chart table. Immediately aft is the quarter berth. As is so common, David and Mary use theirs as a place to stow bulky items.

Stowage in the main cabin is quite good, aided by the boat's generous beam. Shelves with fiddles are above and behind the seatbacks with bin stowage behind. Half of the space under the starboard settee is taken up by the 25-gallon water tank.

When I helped David with a valve adjustment, I found access to his Universal diesel to be better than average. A portion of the front and top of the galley cabinet are part of the engine compartment enclosure and completely open up. Additional access is through a quarter berth panel and cockpit seat locker.

The overall appearance of the interior is attractive. Teak-faced plywood is used for bulkheads and cabinetry, with solid teak for trim. A white fiberglass headliner keeps the interior from being gloomy. The joinery is above average for a boat in this price range. The upholstery fabric in both boats is an attractive dark blue and still looks new.



Liza's T-shaped cockpit is comfortable; however, the two cockpit drains are undersized.

Construction

The hull is a one-piece solid fiberglass laminate. David's 1984 boat has a minor blistering problem (many very small shallow blisters), while Ralph's 1987 model has had none. A "unified grid pan" is bonded to the interior of the hull for stiffness. The cast-lead keel is attached to the hull with stainless-steel bolts.

The deck, cabin, and cockpit were molded as a single unit, with balsa or plywood used as the core material, wherever each was

“When I helped David with a valve adjustment, I found access to his Universal diesel to be better than average.”

appropriate. The molded-in non-skid provides good traction. On neither boat did I discern any deck flexing. The deck turns down over the hull shoebox style. The joint is bedded and then mechanically fastened. It is covered with a two-piece vinyl gunwale guard. A fiberglass headliner is bonded to the underside of the cabin and deck.

The rig

The conventional masthead rig is a keel-stepped mast held up with double lower and single upper shrouds, a single forestay, and a split backstay. Both boats have roller-furling headsails, although hanked-on headsails were standard. On Ralph’s boat, the traveler is mounted just forward of the companionway hatch and the mainsheet is led to the aft end of the cabintop, but out of reach of the helmsman. David’s traveler is mounted on the bridge deck (the standard arrangement) and is not line-controlled, although it’s adequate for cruising. Jibsheets are controlled by self-tailing winches on Ralph’s boat, while David’s are the standard non-self-tailers. The optional cabintop traveler and self-tailing winches enhance Ralph’s sail-handling capabilities — a boon for his racing interest.

Performance

It was a gray, blustery morning when I test-sailed David’s boat.

The dining table on *Liza* folds up to the bulkhead when not in use, a nice feature for making room in a small cruiser.

Liza's galley, while small, has the necessities for meal preparation: stove, sink, icebox, and stowage.

The wind was offshore at about 8 to 10 knots. In the lee of the shore it was smooth sailing. When close reaching, we made between 5 and 5½ knots, which I felt was reasonable, considering that David has only a smallish 125 percent genoa on his roller furler. Acceleration out of tacks was good, steering was precise, and the helm was light. More sail area in these conditions would have induced more heel, causing the submerged hull shape to be more asymmetrical, with a resultant increase in weather helm. However, with the sails we were flying, this O'Day 28 was a pleasure to sail.

With a sail area/displacement ratio of 15.7, the O'Day 28 is not going to be a greyhound on the racecourse, and *Sunshine's* PHRF rating of 228 reflects that. Other fleets rate the boat 192 to 216. But that's not to say that it can't be a successful and fun club racer. I've sailed against Ralph and have observed that his boat points well, and with his 155 percent genoa poled out, gives a good turn of speed downwind. Well-sailed, the O'Day 28 can sail to its rating and bring home some silver. A Cal 28 rates similarly: 207 to 213, depending on the fleet. The heavier, full-keel Cape Dory 28 rates between 228 and 246.

The engine is a 10-hp, 2-cylinder Universal diesel that is a little undersized by today's standards. (Some early models were fitted with an Atomic 4 gas engine.) However, as with many of today's automobiles, the standard is oversized. Fuel capacity is 18 gallons. I found that the boat moved along just fine with the engine giving us about 5 knots at 2,000 rpm. David reports that he gets 5½ knots in smooth water, while the little engine sips fuel. The fin keel/spade rudder underbody gives excellent maneuverability under power. In reverse there is some prop-walk, but just a little speed gives the rudder sufficient bite for predictable steerage.

Conclusion

The O'Day 28, in my view, is a good-looking, fun racer/cruiser. David and Ralph are both pleased with their boats, even though one uses his exclusively as a cruiser, while the other races his and doesn't cruise at all. When asked, both said they would probably buy the same boat all over again.

Ideal cruising accommodations will not fit inside a 28-foot boat; however, the compromises made to create the

The head compartment on *Liza* extends completely across the boat, making possible this conveniently large lavatory with mirror-faced cabinet behind.

Liza's quarter berth has been converted by David and Mary Lucas to bulk storage. The cabinet in front has a lift-up leaf that converts it to a small chart table.

O'Day 28's interior were made intelligently. A couple or a family with one or two small children can cruise on this boat and enjoy it.

The O'Day 28 offers a good opportunity for budget-minded sailors to get into cruising or racing, or both, for a modest amount of money. An online survey found seven O'Day 28s for sale. The average asking price was about $14,900, with a low around $10,500 for an older gasoline-powered model and a high of $19,500 for a 1985 model with a diesel engine.

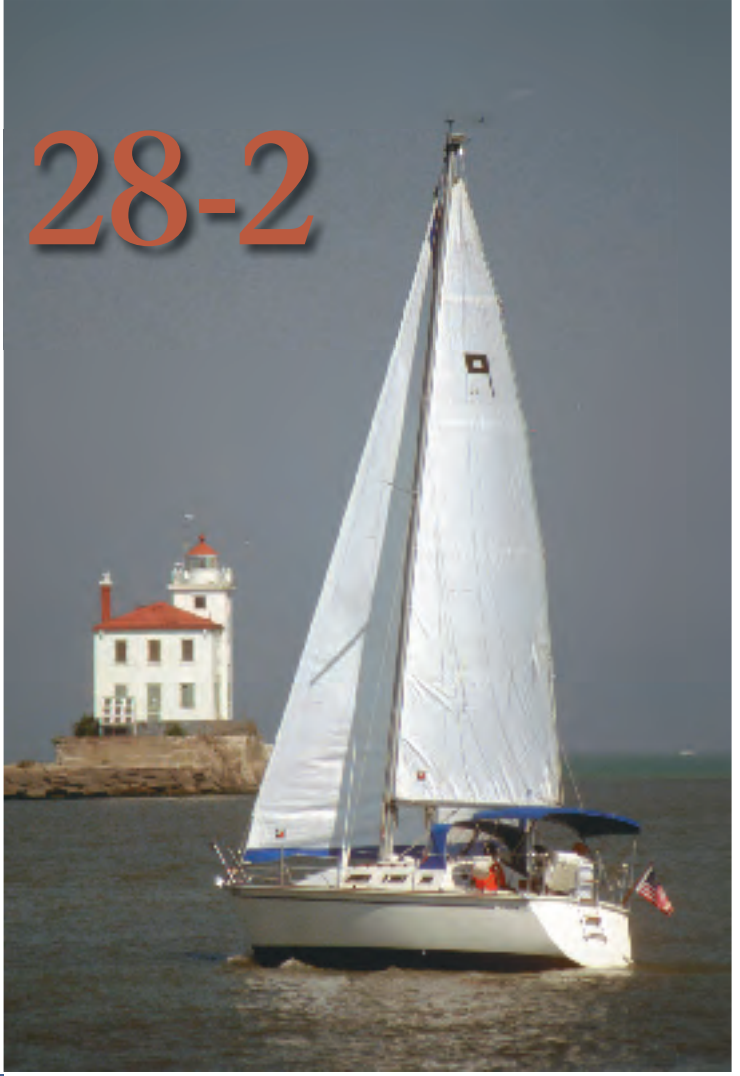
Paul Ring is a contributing editor with Good Old Boat. *He has sailed, repaired, modified, restored, and built boats for the past 42 years.* Magnolia, *his restored Cheoy Lee Offshore 27, graced the cover of Don Casey's book,* This Old Boat. *Paul currently sails his Nonsuch 260 with first mate, Barbara Brown, on Mobile Bay. He has written many how-to articles for sailing publications.*

Boat review

Pearson 28-2

A third-generation performance cruiser

by Gregg Nestor



At the 1959 New York boat show, Clint Pearson and his younger cousin, Everett, introduced their first sailboat, the Carl Alberg-designed, 28-foot Triton. The design was so appealing and well received that they returned to their Bristol, Rhode Island, plant with 17 orders in hand. Pearson Yachts was off and running. Over the next seven years, a total of 707, modified full-keel, 28-foot Tritons were built. Other sailboat models followed, and Pearson Yachts eventually became the largest sailboat manufacturer in the country.

The second-generation 28-foot Pearson appeared on the water in 1975. This time, the designer was Bill Shaw (pictured on Page 12). The boat was fundamentally different from Alberg's Triton, with increases in waterline length, sail area, and displacement, but only a slight drop in the sail area/displacement ratio. The full keel was replaced with a fin keel, and the drop in the displacement/LWL ratio reflected a departure to a performance cruiser/racer design. This basic design, along with a few modifications in 1976, lasted until 1982.

After a two-year hiatus, Pearson Yachts introduced its third and last 28-footer in 1985. This latest Bill Shaw design was as different from the second-generation Pearson 28 as the second was from the first-generation Triton. While the overall measurements of the 28-1 and 28-2 were essentially similar, a reduction in displacement resulted in an increase in sail area/displacement and a decrease in displacement/LWL ratio. The Pearson 28-2 was a higher performance cruiser/racer. The production of the 28-2, as well as Pearson Yachts, the company, lasted through 1989.

In addition to the increased performance of the 28-2, its accommodations, influenced by European designs, changed dramatically, adding style and increased cruising comfort and maximizing usable space. With an overall length of 28 feet 5½ inches, a waterline length of 24 feet 4½ inches, a beam of 9 feet 10 inches, and a displacement of 7,000 pounds with 2,550 pounds of ballast, the Pearson 28-2 is distinctively sleeker and more graceful than its predecessors.

Design and construction

The profile of the Pearson 28-2 displays a flatter sheer, high freeboard, a fine entry, and a reverse transom. The

Volantis, a Pearson 28-2 owned by Bill Barnwell, graces Lake Erie's Fairport Harbor Light, above and to left.

coachroof is cambered and integrated into the deck, providing for increased headroom in the main cabin. The hull is a solid laminate of fiberglass cloth and resin, while the deck is a sandwich of two layers of fiberglass with an end-grain balsa core. This sandwiching provides additional strength and rigidity without a significant increase in weight. Everett Pearson was the pioneer in the use of end-grain balsa as a coring material.

The hull-to-deck joint is an outward flange that is bonded chemically and through-bolted on 4-inch centers. The joint is finished off with a two-piece vinyl rubrail and capped with a teak toerail. While this outward flange may add ease to manufacturing and is strong and secure, it is susceptible to damage from contact with docks and other things that boats occasionally bump into.

The Pearson 28-2 was available in two underwater configurations, a 4-foot 10-inch fin keel and a 3-foot 6-inch shoal keel, both with spade rudders. While the ballast of each is external, the fin keel contains 2,550 pounds of lead and the shoal keel 2,900 pounds of cast iron.

The deck hardware is of good quality and strength, and it is properly installed. Everything is through-bolted and secured to backing plates. All underwater through-hulls are bronze ball valves.

On deck

Located prominently on the stem is a substantial cast-aluminum stemhead fitting with integral anchor roller, a nice touch.A locking anchor well with overboard drain offers a generous capacity. It can house more than 300 feet of rope and chain rode plus a spare anchor — that is, if one takes a little time stowing it all. A pair of chocks and two open-throat cleats complete the forward anchoring/mooring hardware.

Except for the reinforced, smoked acrylic hatch, located on the forward slope of the coachroof, the foredeck is free of obstructions. For added safety, there's a bow pulpit and dual lifelines. The molded non-skid deck is colored two-tone beige to reduce glare. The sidedecks are 18 inches wide and the shrouds are inboard. Along with the teak handrail, located on each side of the coachroof, this makes for ease of movement forward and aft. The cambered coachroof is also beige non-skid and incorporates a sea hood with a pair of integral Dorade vents that serve the main cabin.

Pearson 28-2 at the dock, top left. Stemhead fitting with integral anchor roller, top right. Anchor locker, bottom left. The Pearson 28-2's cockpit, bottom right. Aft cabin cockpit portlight, bottom center.

Even though the cockpit measures 7 feet in length, the usable seating space is approximately 6 feet. The remaining foot is taken up by the impressive bridge deck. The seats are sloped outward for comfort and drainage. Two drains adequately remove water from the cockpit foot well and one scupper drains the seats. For stowage, there's a cubbyhole in each coaming and a very large sail locker to starboard. The locker is also home to the water heater, Y-valve and holding tank, and emergency tiller. In addition, it provides some access to the steering mechanism.

To starboard, within easy reach of the helmsman, is the manual bilge pump. Completing the picture is an Edson radial drive steering system, a split stern pulpit with swim ladder, a pair of open-throat mooring cleats, and a teak flagpole.

Belowdecks

Access below is gained by removing the two solid teak hatchboards and sliding the smoked Plexiglas companionway hatch beneath the sea hood. The accommodations are a dramatic departure from the traditional, especially compared to those found on boats of 28 feet. The interior is open and airy, designed to make best use of space and to provide cruising comfort. Headroom is 6 feet 1½ inches.

The V-berth, no longer separated from the main cabin by the head and sink on one side and a hanging locker on the other, resembles a settee in the bow. It's a shade over 6 feet long and 5 feet 8 inches at its widest, easily accommodating two adults. Outboard and above are full-length fiddled shelves and adjustable reading lamps. The large overhead hatch provides for natural illumination and ventilation. Beneath is the 35-gallon plastic water tank, as well as several deep bins for stowage. The partial bulkhead is fitted with curtains; when drawn, they separate the V-berth from the main cabin.

Abaft the V-berth is a wrap-around dinette and settee with a fixed, centerline drop-leaf table. The table is supported by the compression post that passes through it. Above it is a vent leading to the Dorades and two adjustable spotlights that illuminate the dining area. Since the port and starboard arms of the U-shaped settee measure 68 inches, they are not intended for use as berths, except possibly for children. Outboard and above each settee are a full-length fiddled bookshelf, a reading lamp, and a full-length locker with sliding doors. There is adequate stowage beneath the settee cushions and seatbacks.

Just aft and to port is the L-shaped galley, consisting of a deep stainless-steel sink with pressurized hot and cold water, a two-burner countertop stove, and a variety of bins, lockers, and a drawer for stowage. Originally, the counter-

Companionway with traveler on bridge deck, top left below. View forward with the table open, top right. Looking aft, left door to head, right door to aft cabin, bottom left. Looking aft at galley and open door to aft cabin, bottom right.

Looking into aft cabin, at left. L-shaped galley to port, at right.

top stove was alcohol. Our review boat has been upgraded with a Kenyon combination electric/butane unit. For galley ventilation there's a screened opening port and for illumination, an overhead fixture that offers white and red light.

Small vestibule

The door abaft the galley leads to a small vestibule with a louvered hanging locker, a fiddled tabletop, and wall-mounted mirror. With the door closed, this makes for an intimate changing area, as well as privacy for the large (74-inch x 61-inch) double quarter berth. This aft cabin's creature comforts include two opening screened ports, a small ventilation hatch, two reading lamps, a dual-color overhead light, a full-length fiddled shelf, a 110-volt outlet, and stowage beneath the berth.

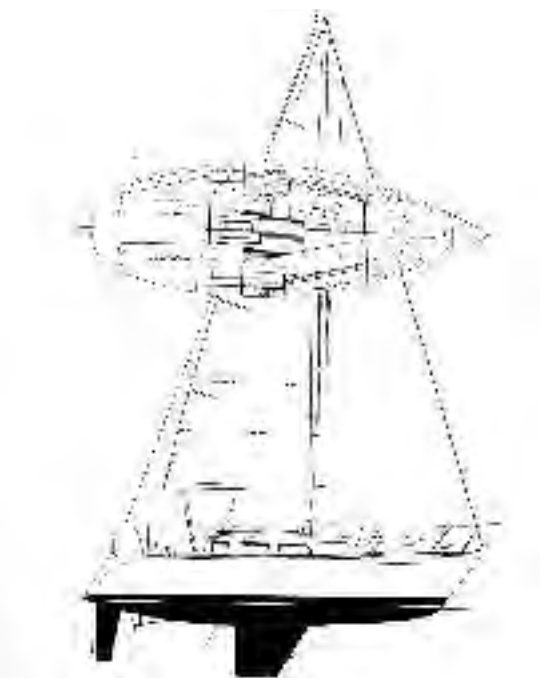
Starboard and across from the galley is a well-insulated icebox. The lid of the icebox makes a handy chart table. There's a built-in chart rack on the front of the box and a pencil rack and shelf behind to hold navigation instruments. Above is the electronics locker, which also houses the AC and DC electrical breaker panels. Light and air are provided for by means of a screened opening port. And at night a fluorescent light illuminates the chart table surface.

The door aft of the icebox/chart table gives privacy to the head. In addition to the marine toilet, there's an integral shower with pressurized hot and cold water, a hand sink and counter, a deep under-the-counter cabinet, a laundry hamper, and a locker with mirrored doors. An opening screened port and a small overhead hatch provide excellent ventilation and daytime light. A combination white/red overhead fixture provides nighttime illumination.

Pearson Yachts utilized both a fiberglass-reinforced plastic pan and overhead liner in the construction of the 28-2. Access to all deck hardware is from behind well-thought-out access panels. The wood portions of the interior, including bulkheads, doors, ladder, overhead handrails, cabinetry, and trim, are varnished teak, while the sole is teak and holly. The joinery is well above average standard. In addition to the opening ports (five throughout the boat), there are two fixed ports in the main cabin.

The rig

The Pearson 28-2 is a masthead sloop with a sail area of 384 square feet, comprising a mainsail and 100-percent jib. The rig incorporates single swept-back foil-type spreaders and has a bridge clearance of 41 feet 10 inches from the waterline to the top of the deck-stepped mast. The standing rigging consists of a headstay, upper and lower shrouds, and a split backstay, all ¼-inch stainless-steel wire. The double-braided Dacron halyards, outhaul, and jiffy reefing lines are all internal. The halyards are cleated on the mast and, to assist in hoisting the sails, two Lewmar #7 single-speed winches are located just above each halyard cleat. The mainsheet is attached to a traveler that's situated on the aft portion of the bridge deck. On each sidedeck, a genoa track leads to Lewmar #30 two-speed self-tailing sheet winches located midway on the cockpit coamings.



For auxiliary power, the Pearson 28-2 relies on a Yanmar 2GM20F diesel. Coupled to a two-bladed propeller, this 16-hp, freshwater-cooled engine pushes the boat along at better than 6 knots. Fuel is supplied from an 18-gallon aluminum tank. Access to the engine is above average to very good.

Under way

The Pearson 28-2 is a very nice sailing boat. It appears to have no bad manners. It points quite high and is balanced under nearly all conditions. The helm is responsive, and the boat is quick. The review boat's stock sails had been

Pearson 28-2

Designer: Bill Shaw
LOA: 28 feet 5½ inches
LWL: 24 feet 4½ inches
Beam: 9 feet 10 inches
Draft: 4 feet 10 inches / 3 feet 6 inches
Displacement: 7,000 pounds
Sail area: 384 square feet
Ballast: 2,550 pounds / 2,900 pounds
Headroom: 6 feet 1½ inches

replaced with a full-battened main and a 150-percent genoa. Even when overpowered, the Pearson 28-2 developed practically no weather helm.

Things to check out

In general, the Pearson 28-2 has aged quite well. Noticeably absent are the extensive gelcoat cracks common to so many of the boat's contemporaries. With that said, however, there are a few non-age-related items that need to be addressed. The outward hull-to-deck flange is subject to damage and possible leaks if struck hard enough. Check out any rubrail that has been replaced or damaged. Leaking portlights are common. There is a void between the inner headliner and outer skin. Expansion, contraction, and flexing eventually break the sealant's bond, and a leak develops. With a deck-stepped mast, check beneath for possible delamination. Unlike the deep-draft model, the keel of the shoal-draft model is made of cast iron. This is always a maintenance issue. Lastly, there have been some reports of hull blisters.

Summing up

New from the factory, the Pearson 28-2 came loaded with standard equipment. The only options originally available were draft (shoal vs. deep) and a cradle. In today's marketplace, the Pearson 28-2 is tough to beat in its size range for cruising comfort, performance, and value. There are usually only a few available at any time, and prices range from $24,000 to $28,000, depending upon condition and upgrades.

Resources

Pearson Yacht Owners Association (National)
<http://www.pearsoncurrent.com>

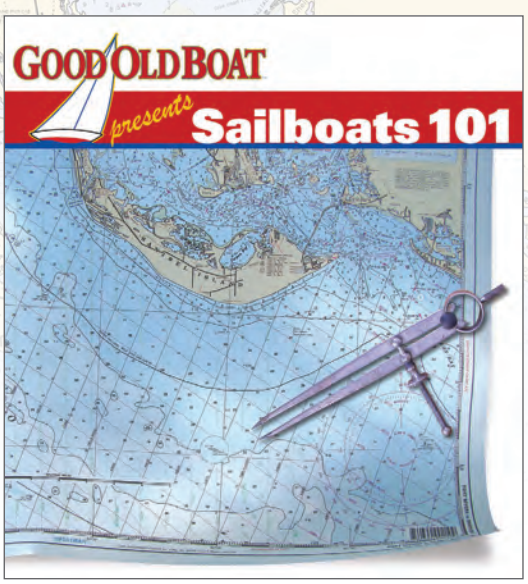
Pearson 28 site:
<http://www.geocities.com/CptinRn>

Pearson 28-1 Forum
<http://www.frontiernet.net/~mpetrush/pearson>

Archive eXtractions

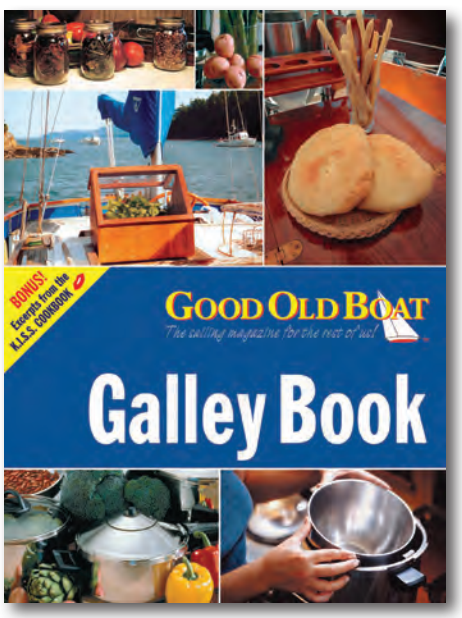
Articles compiled for you from *Good Old Boat* archives

Sailboats 101



The Sailboats 101 series of articles — written by Don Launer and illustrated by Ted Tollefson — was introduced in 2003 in our July issue. Beginning with Depth Sounders 101, Don came up with the subjects for each 101 article. Subject matter has varied widely and includes binoculars, bilge pumps, bronze, and brass. The Sailboats 101 collection contains all Don's articles from July 2003 to November 2011. As their titles suggest, 101 articles present introductory information on a variety of subjects covered in other ways in the pages of the magazine.

There's no one better at explaining something concisely than Don Launer, a lifetime do-it-yourselfer, sailor, engineer, and tinkerer. We asked him to write no more than 900 words on any topic and to work with Ted Tollefson, another sailor who would be doing the layout and developing the illustrations.



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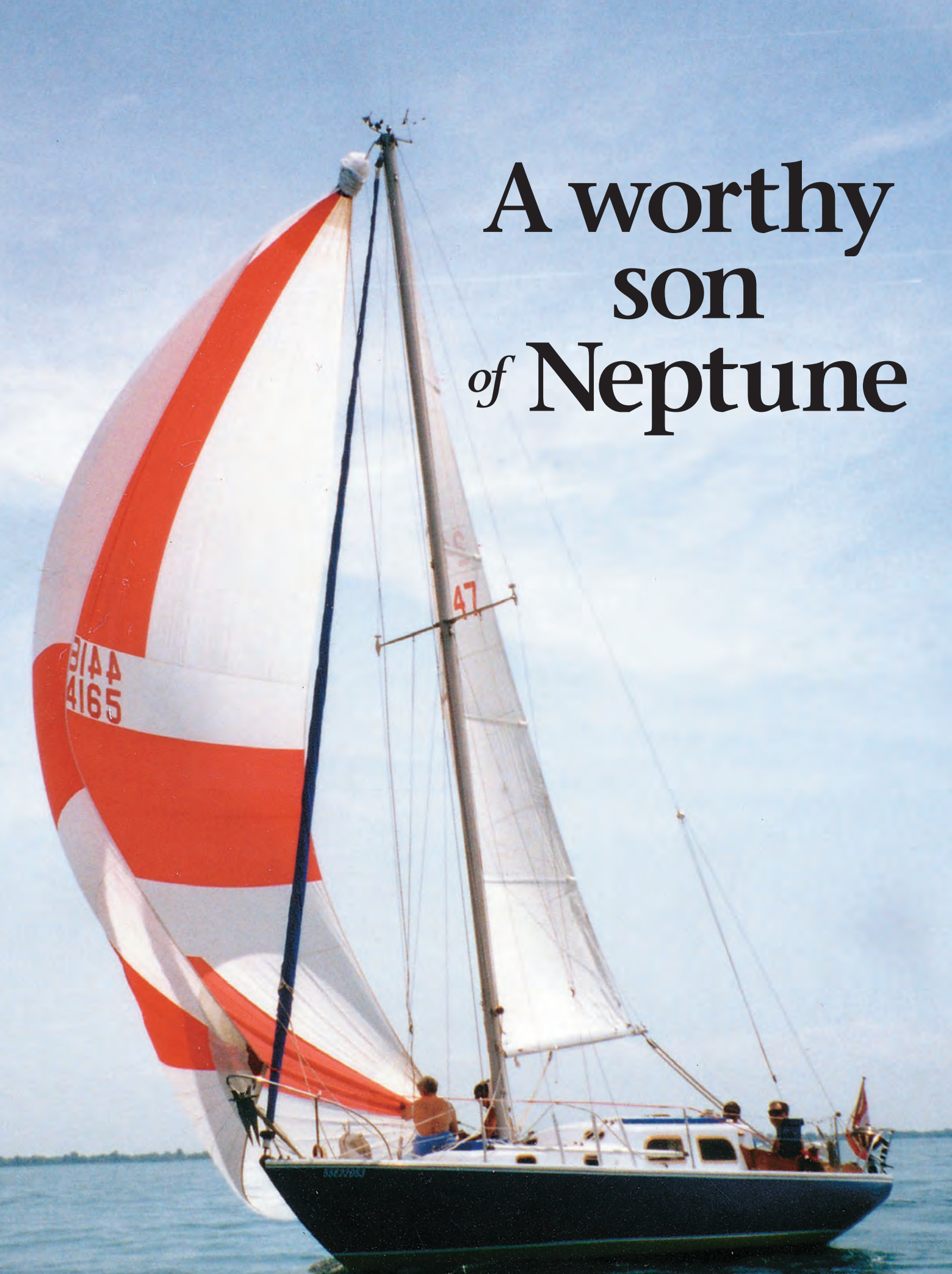


A worthy son *of* Neptune

The Pearson Triton occupies a niche in the maritime hall of fame

by John Vigor

THEY'RE EVERYWHERE. MORE THAN 700 Carl Alberg-designed Tritons were built between 1959 and 1967 by Pearson Yachts in Rhode Island and Aeromarine Plastics in California, and most of them are still floating. Many have undertaken serious voyages, for this skinny Scandinavian was designed to be at home on blue water.

Alberg was of Swedish descent, and much influenced by European standards of seaworthiness as they had evolved in working boats over the centuries. There's a little of the Viking longboat in the Triton, and more than a little of the Folkboat.

Not just because of her distinguished designer, the Triton has her own niche in the maritime hall of fame. She was one of the first boats in the United States to be built of fiberglass, a technique so different from traditional wooden boatbuilding methods that it stood the whole industry on its head.

At 28 feet overall, with a displacement of about 8,000 pounds, the Triton is on the verge of being a splendid cruising boat for two people. She teeters on the verge only because of her small interior (inevitable in a boat so skinny and short on the waterline), not for any want of seaworthiness. Even the small interior wouldn't matter quite so much if a bit more of it were devoted to the galley.

She does have low freeboard, it must be admitted, so she isn't as dry on deck as are some of her more modern sisters when the wind is on the nose, but she makes up for it in looks. Those of us who studied the Triton's lines on paper for years before we saw a real, live one, were belatedly surprised by her good looks. Her delicate stern and gentle sheer had always seemed to be badly marred by that tall, slabsided doghouse protruding skyward at the aft end of the cabintop. But, upon closer acquaintance, that doghouse wasn't nearly as repulsive in reality as it had been on paper, and if you stationed yourself off to one quarter while she waltzed away from you, flirting and showing her gorgeous transom, your gaze never reached the doghouse anyway.

But we must not get fixated on looks, important as they are. The two major assets of the Triton are these:

Robert Douglas races and cruises his 1964 Pearson Triton hull #469 in the waters near Richmond, Virginia, above. At left, Brenda and Gary Everingham sail* Protégé *on Lake St. Clair, which is shared by Michigan, near Detroit, and Ontario, near Windsor.

- Even after all these years, most Tritons are capable of going to sea. Many do. At least one has circumnavigated. Some will need to be upgraded, and those that haven't been properly maintained will need a thorough refit, but basically they are sturdy boats of inherently seaworthy design that will look after you in bad weather.
- They're cheap. You'll find bargain-basement Tritons going for $10,000 or less and nicely fitted-out Tritons for $15,000.

Basic design

Like many boats of her era, the Triton's design was influenced indirectly by the Cruising Club of America (CCA) rule *(refer to Ted Brewer's article on Page 18)*. Quite coincidentally, this rule fit well with Alberg's basic design philosophy. He was a proponent of the type: large mainsail, small foresail, low freeboard, and moderately long overhangs fore and aft. To this he added a traditional full keel, except that he cut it away up forward and sloped it inward from the stern, so that it appeared to be starting the metamorphosis toward a fin keel *(see photo on Page 49)*.

Most noticeably, Alberg made her beam quite narrow so she would slip through the water more easily. In this respect, he sacrificed accommodations for performance; but in those days it didn't matter because almost all boats followed the same pattern. It wasn't until a decade later that the boats considered to be "normal" began to be wide and shallow, rather than deep and narrow — and the sacrifice these newer boats made for the interior space they gained was seaworthiness.

Within reasonable limits, narrow and deep is safer at sea than shallow and wide, although if you're not planning to cross an ocean, as most production-boat owners are not, you can afford to sacrifice a certain amount of safety because you're never far from help and shelter.

The hull of the Triton is solid fiberglass, varying from about 3/8 inch at the sheerline to about 3/4 inch in the keel area. The decks are also fiberglass, cored with end-grain balsa. Early boats had external ballast keels and keel bolts, but a little over halfway through the production run a change was made to a cast-lead keel encapsulated in the fiberglass hull. The ballast amounts to about 40 percent of total displacement and gives her a wide range of stability. Although the Triton has reasonably hard bilges, which spells good form stability, her narrow beam causes her to heel over 10 or 15 degrees before the keel really starts to show who's in charge.

Her foredeck is wide and reasonably clear of obstructions, and while it would be wonderful if a fairy

Gary and Brenda Everingham restored* Protégé's *interior, refinishing the woodwork, redoing the cushions, adding shelves, lights, and a chart table. Note the Triton's trademark forward-facing ports (above). The minuscule galley (at right): a gimbaled coffeepot hangs in the foreground. In an effort to "gentrify" the Spartan conditions in the Triton (below left), Gary added the smallest of tables for two — a hinged board which drops down and is stored on the door when not in use. The head (below right): complete with a holding tank covered — as all things on this boat are — with Sunbrella.

could wave her magic wand and make the sidedecks wider, it isn't going to happen except in your dreams. About all you can say of them is that they're manageable. You might also wish that if the fairy could spare a second wave of her wand, something aesthetic would happen to the doghouse, that upward step in the coachroof. It's more likely, however, that her wand would short out or blow a transistor when faced with a task of such magnitude.

The cockpit is more than 6 feet long, but it has a bridgedeck to keep water out of the cabin, and it is narrow enough that it ships no water when the boat is laid on her beam ends. In any case, owners report that it doesn't hold enough water, even after a pooping, to threaten the safety of the boat.

The original rudders were wooden, made of mahogany, and while they have many advantages, they do tend to deteriorate over lifetimes as long as those the Tritons appear to be enjoying. You can have a new rudder made of fiberglass, but you can also laminate a new one from marine plywood if you have the time and inclination.

The original engine was the venerable Atomic 4, a 30-hp, four-cylinder gasoline engine designed from the very start for marine use by the Universal company. By today's standards, it's quite crude — but that gives it certain advantages denied to modern diesels. If you have even the most rudimentary knowledge of how an internal combustion engine works, you can usually coax an Atomic 4 into life. It will absorb an extraordinary amount of abuse and still get you home on two cylinders. You can attack it with crude wrenches that would cause thousands of dollars'-worth of damage to a finely engineered diesel, and take pieces away to your local blacksmith for repair. Parts are still available, as are reconditioned engines and books on repair and maintenance.

Thirty horsepower is far more than the Triton needs, of course, but it means you'll achieve hull speed with half the noise and a quarter the vibration of a comparable diesel.

Accommodations

For a boat only 20 feet long on the waterline, the Triton has a reasonable, if not generous, amount of room below, thanks largely to the high cabintop. You'll find more than 6 feet of headroom beneath the doghouse roof in the main cabin, and a little less as you move forward.

The usual V-berth resides in the fo'c's'le, but it's not really usable at sea, and in port it's probably better left to the kids. Aft of the V-berth there's a separate, but rather small, head compartment (designated on Pearson's plans as a rather posher-sounding "toilet room") with a linen locker; and opposite, to starboard, a capacious hanging locker and shelf.

The settee berths in the main cabin are 6 feet 3 inches long and awkwardly wide — too wide for sitting without something to support your back and too narrow for a double berth.

In the vertical step between the cabintop and the doghouse, Pearson built in two opening portholes. These not only greatly help ventilation below but offer you the chance, when you're anchored in a heavy blow, to stand on tip-toe down below in the comfort of your own cabin and see the other boats dragging down onto you.

Aft of the settees, we stumble across the Triton's disaster area, the galley. Although the Swedes are not renowned for haut cuisine, it's hard to believe that Alberg so hated food that he refused to leave space for a permanent cooker. No doubt it was the usual pressure from Pearson's sales staff for the greatest possible number of beds that forced the decision upon him. In any case, most Triton owners have had to fend for themselves. Most use portable stoves, which is not a solution for a deepsea voyager. Others have bolted a gimbaled, single-burner to a bulkhead. That works, but it isn't exactly clever or efficient. It's a sad thing, but the galley of the Triton will never be recognized as Alberg's magnum opus.

The rig

Most Tritons are Bermudian sloops, but a yawl rig was available, and a few were built. Some sloops — in fact all the early ones — were fractionally rigged, with the forestay joining the mast about three-quarters of the way up, where the mast was beefed up with jumper struts. Later, Pearson offered a masthead rig with a shorter mast. The earliest Tritons, the first 100 or so, had only single lower shrouds, but after complaints that they were inadequate, Pearson changed the rig to double lowers. The sail area of the fractional sloop is 371 square feet, with 231 square feet of that in the mainsail and 140 square feet in the working jib.

The aluminum mast is stepped on deck and therefore prone to the usual problem of crushing the cabin beam supporting it. The narrowness of the gangway below makes it difficult to slide past a keel-stepped mast, but if you're thinking of buying a Triton for long-distance voyaging, you might want to consider installing a solid compression post from directly beneath the mast step to the ballast keel, even if you have to suck in your tummy to get past it. It's the quickest, easiest, and strongest solution to a vexing problem.

"The original rudders were wooden, made of mahogany, and while they have many advantages, they do tend to deteriorate over lifetimes as long as those the Tritons appear to be enjoying."

The boom is 14 feet long and covers most of the cockpit, so the anchor point for the mainsheet is conveniently far aft, on the little lazarette deck, where the sheet is out of everybody's way.

Performance

As the Triton heels, her long overhangs dip into the water and lengthen her waterline. As the maximum speed of a displacement boat is directly related to her waterline length, the Triton should be capable of faster maximum speeds when she's well heeled over than when she's upright. That is the theory, anyway, and it is frequently propounded by shallow thinkers.

Deeper thought will reveal the fact that, in practice, she'll rarely reach hull speed under sail while heeled far over (except occasionally on a broad reach, when everybody else is going fast, too) and her performance at less than full speed might even suffer from heeling because she's immersing more hull area and creating more drag. No matter. Suffice it to say that the Triton is a reasonably fast boat if she has good sails and you sail her well. Her performance to windward is probably better than that of most cruisers, and as for the rest of them, it simply isn't fair to compare her with racers or modern coastal cruisers of similar size. They're faster, but they pay for it in other ways. Her PHRF rating, for what it's worth, is about 246.

She seems to be a little tender at first, which is the sign of a comfortable sea-boat. She heels over quite easily to 10 degrees or a little more, after which gravity wakes up the sleeping ballast keel and puts it to work. She becomes increasingly more difficult to tip over, and owners report that it's not easy to submerge the toerail.

She does carry weather helm as the wind pipes up, however, and your first move to cure it is to reef the mainsail. If you have to go down to a working jib or a storm jib, you will need a deep double reef in the mainsail to keep her balanced.

Apart from that slight weather helm, she appears to have no vices,

A trailer allows the Everinghams to go just about anywhere they want to go at highway speed.

Protégé: An unusual love story

Gary Everingham, of Chatham, Ontario, bought *Protégé* a 1962 masthead-rigged Triton that had been wasting away in Windsor, Ontario, for his wife's birthday. Brenda Everingham is the proud owner of Pearson Triton hull #241. Gary gave his wife the boat of her dreams for her 38th birthday. He was able to "hide" the boat for six days. On the night before her birthday family members moved the boat to the driveway. In the morning they blindfolded Brenda and had her follow a 200-foot anchor rode out of the house to the bow of the boat. There her blindfold was removed, and the new proud owner burst into tears. "This," Gary writes, "was the start of a love affair with her boat."

Protégé had been neglected for two years. The Everinghams soon stripped and replaced the interior woodwork, poured epoxy into all the holes in the deck, repainted the deck, redid the teak, and sewed Sunbrella covers for all the exterior teak. Many other projects also occupied the couple: a dinner table for two in the cockpit and saloon and a major keel repair to restore a section of the keel which was missing (Gary inserted a stainless steel T-beam glassed it over and painted it).

Gary notes, "Stories abound about the strength of the Triton, and I can tell you they're true. The first year we sailed north on Lake Huron to Godrich, home of the Gozzard, where we entered the harbor and were directed to Dock C5. Now Triton owners will remember that forward is backward and backward is forward. I'm talking about the five-pound brass shifter handle in the middle of the cockpit floor. On that day I got mixed up and rammed the dock full throttle. The paint was scratched off the bow, but the dock looked like a beaver dam."

and steering control remains good because she doesn't lift her rudder out of the water when she's heeled excessively, like some IOR racers we know — and their derivative coastal cruisers.

Under power, with the Atomic 4 slaving away in the bilge, she will easily reach her top speed of 6 knots under almost any conditions. With more than 8 hp per ton of displacement, the Atomic 4 provides twice the power she needs.

"Those of us who studied the Triton's lines on paper for years before we saw a real, live one, were belatedly surprised by her good looks."

Known Weaknesses

- Check the decks and cabintop decks for delamination caused by a balsa core saturated with water. Delaminated areas sound dull and hollow, or flex excessively, when you tap them with the handle of a screwdriver or jump on them.
- If you have an early model with an external ballast keel, check the keel bolts for corrosion.
- Mast compression: Look for signs of cracking, bending, movement, or crushing in the mast-support beam and the timbers that transfer the thrust to the main bulkhead. If the beam has failed, you'll either have to replace it — a major repair — or ignore it and fit a new compression post.
- Check the whole rig. There have been reported failures of tangs.
- Inspect the wooden rudder for rot or woodworm.

Owner's opinion

Probably the most famous owner of a Pearson Triton is Dan Spurr, editor of *Practical Sailor* and a former senior editor on the staff of *Cruising World* magazine. Spurr lived aboard his Triton, *Adriana*, and put up with her little faults for five years. Then he launched a program that involved major changes to her interior.

If you own a Triton and want to make similar changes, you are lucky. Spurr gives detailed instructions and descriptions of all the improvements he made to *Adriana* in his book, *Upgrading the Cruising Sailboat*, (International Marine Publishers, 1991), which is lavishly illustrated by the well-known marine artist Bruce Bingham, designer of the Flicka 20.

With a few basic tools and a few basic skills, you can convert the V-berth to a comfortable double bed, install a new engine, improve the much-maligned galley, and make all kinds of beneficial changes to your Triton.

Spurr also cruised many hundreds of miles in *Adriana* in the U.S. and the Bahamas, so he knows the boat as well as anybody. If you're considering taking a Triton for a ride over the horizon, *Upgrading the Cruising Sailboat* (otherwise known as *Spurr's Boatbook*) is not just a good idea; it's compulsory reading.

Conclusion

The last Triton was built in 1967, so they're all getting a bit long in the tooth. Nevertheless, if you buy one that has been reasonably well maintained, you'll have a boat that's still capable of crossing oceans.

Practical Sailor magazine calls the Triton "the smallest, most affordable offshore boat you can buy. At least one has circumnavigated — Jim Baldwin in *Atom* — and we know of many others that have made safe transoceanic passages."

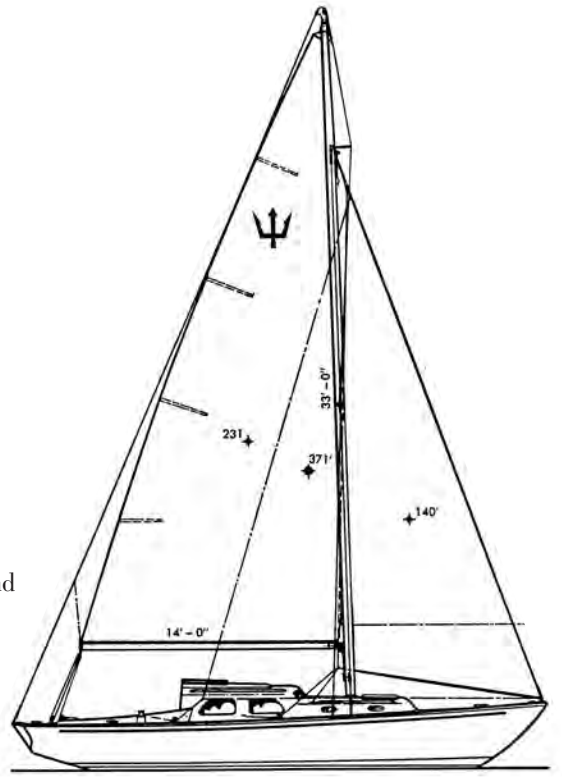
Carl Alberg probably never dreamed his creation would one day earn such a flattering epithet.

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 Paradise Cay (800-736-4509).*

In short

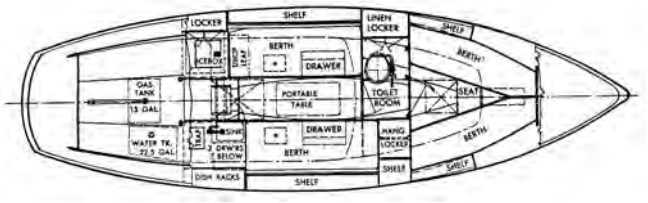
Pearson Triton 28

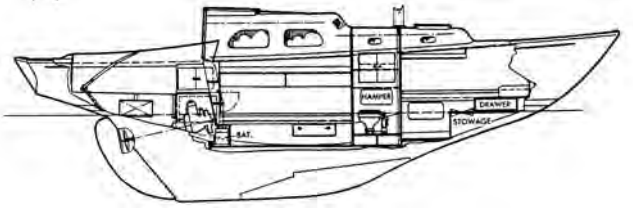
Designer: Carl Alberg (1959)
LOA: 28 feet 6 inches
LWL: 20 feet 6 inches
Beam: 8 feet 3 inches
Draft: 4 feet 0 inches
Displacement: 8,000 pounds
Sail area: 362 square feet
Ballast: Lead, 3,019 pounds
Spars: Aluminum
Auxiliary: 30-hp Universal Atomic 4 gasoline
Designed as: Coastal/ocean cruiser



In comparison

- **Safety-at-sea factor:** 7 (Rated out of 10, with 10 being the safest.)
- **Speed rating:** Average PHRF rating of 246 makes her sound slower than she really is, but she's not a flier.
- **Ocean comfort level:** One or two adults in comfort, plus two kids in a squeeze.





Resources for Pearson Triton Sailors

Pearson Triton (National Triton Association)
Dorothy Stevens
300 Spencer Ave.
E. Greenwich, RI 02818-4016
suter@ix.netcom.com
<http://www.netcom.com/~suter/nta/>

Pearson Triton One Design Fleet of San Francisco
Larry Suter
suter@ix.netcom.com
<http://www.netcom.com/~suter/todsf.html>
Larry manages the sites for the San Francisco One Design Fleet and for the National Association.

Pearson Triton Site
Tim Lackey
tlackey1@maine.rr.com
<http://www.geocities.com/triton_glissando>
The story of the refit of *Glissando*.

Pearson Email Discussion Group
<http://www.sailnet.com/list/pearson/index.htm>

Two tines or three?

The early Triton symbol had three tines like the one in the illustration above. Later boats had a two-pronged triton on their sails following a trademark infringement complaint from Merriman, a company which supplied most of the hardware used by the Pearson Company.

WHY I LOVE MY TRITON

MORE THAN OTHER NEWER/FASTER/BIGGER BOATS

BY MIKE FREEMAN: "GOOSE" HULL #58

1. Pearson Triton's hull thickness is considered overbuilt by today's standards. The strength encourages owners to seek out less frequented anchorages more conveniently located near shore — rocks, sandbars, mud, etc. Triton owners are fond of bragging about how easy it is to careen in order to change zincs or check the propeller or paint the bottom because of our wealth of experience. We are experts at diagonal coffee pouring between tides.

2. When hauled out, the wineglass-shaped hull provides shade to bottom scrape and drink beer.

3. Six feet of headroom below keeps owners from getting that typical stooped posture of owners of similarly sized good old boats.

4. Spiffy looking standing rig with jumper strats allows Triton skippers to tinker with tuning endlessly. Those of us blessed with yawl rigs have even more strings to pull, shrouds to walk into and things to trip on.

5. Being readily recognized by boatyard gasbags, it's a magnet for wasted afternoons spent talking on the dock instead of doing maintenance.

6. Less stowage room below induces owner to purchase less boat junk... or to purchase a second dock boy for the boat junk he buys anyway.

5a. Since they are so very old, it is pretty easy to make your Triton look better than the other guy's Triton. (See 5 above.)

7. The smaller transom means a shorter name & less money spent on stick-on letters.

8. Six opening ports promise a wide variety of wet possessions.

9. Being much narrower compared to her length than most sailboats of her size, the Triton's lack of space below means that everything is close at hand. Stowed items, guests, linguine with clam sauce have a shorter distance to fly before hitting you.

10. Low freeboard allows guests to more easily empty stomach contents over the side.

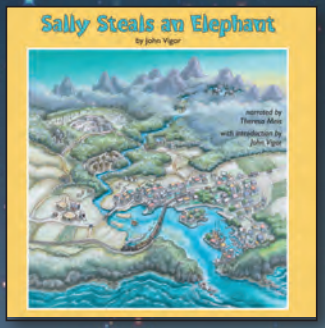
Read Me a Story

Bedtime Stories for Young Sailors

Join Sally, Peter, and Andy Grant as they sail their way through the unpredictable waters of childhood. A great two-part series for children ages 8 to 12.

Danger, Dolphins, and Ginger Beer takes readers on an exciting romp across the islands of the Caribbean as the children save an injured dolphin and fight to save their own lives.

Sally Steals an Elephant finds the Grants in the South African jungle, where the children encounter a kindly elephant, her cruel circus owner, and even a witch doctor.



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:
A Year in a Yawl

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.

So let us read your young sailor a story!

Enjoyable listening with your children or grandchildren, whether you're on the boat or wishing you were there. Good for long road trips too.

Delivered to you in a jiffy!

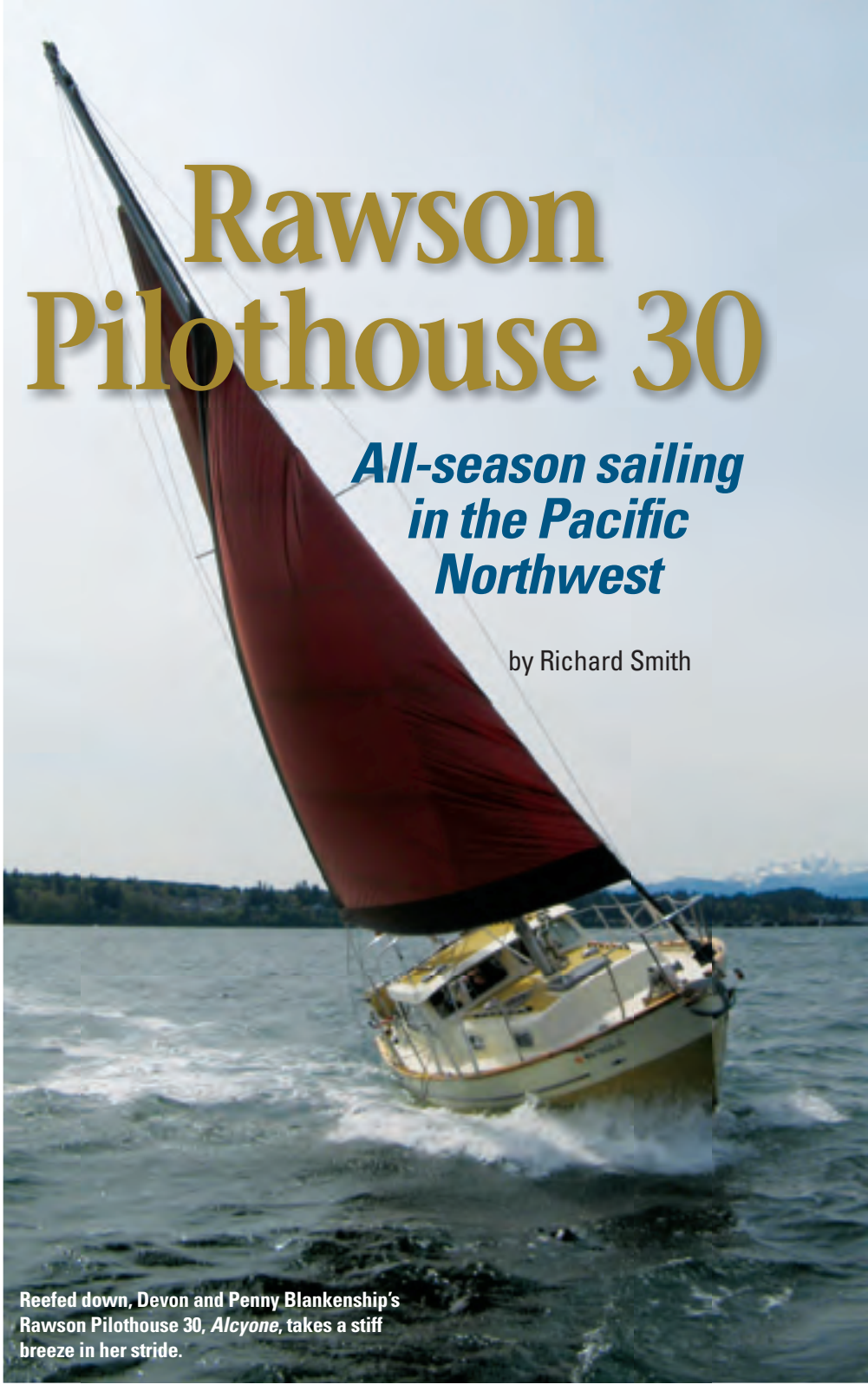
Download these audiobooks from our site directly to your computer. In keeping with the do-it-yourself philosophy of Good Old Boat, we produced these audio tales ourselves. And we did it just for you, our readers. Each of our audiobooks is unabridged. Listen to samples of all 12 audiobooks at AudioSeaStories.com.

www.AudioSeaStories.com

Rawson Pilothouse 30

All-season sailing in the Pacific Northwest

by Richard Smith



Reefed down, Devon and Penny Blankenship's Rawson Pilothouse 30, *Alcyone*, takes a stiff breeze in her stride.

On a cold and windy day in early March, I climbed aboard the Rawson 30, *Alcyone* (Al-sy-uh-nee), and met her owner, Devon Blankenship. The sun was shining but the outside temperature was only in the middle 40s. It was blowing 15 knots. Ducking through the cabin door, I stepped down into the pilothouse. We took seats on either side of the dining table (that converts to a double berth) with steaming mugs of coffee. Within minutes, we felt the greenhouse effect and relaxed in surprisingly comfortable surroundings for a 30-foot sailboat.

Design

Ron Rawson established his reputation building commercial boats: gillnetters, long liners, and other working craft that fish the West Coast waters from California to Alaska. When he decided to build pleasure boats, he sought out William Garden, one of the Pacific Northwest's leading naval architects, to design a boat that would bring the Rawson tradition of seaworthiness, strong construction, and reliability to cruising sailboats. The Rawson 30 is distinguished by bluff bows that keep it from diving into big head seas — and create more space in the forward cabin. It found a ready following among sailors who wanted a robust boat that sailed well in rough conditions and provided good accommodations.

In time, Ron asked Kingston, Washington, naval architect John Anderson to design a pilothouse version for the Pacific Northwest, where one can sail nearly year-round but often in damp, cool weather. This pilothouse does not look like an afterthought but is thoroughly integrated with the original design. The height and profile seem just right. Although the windows are large, they do not distract from the three port-lights in the lower cabin sides. The visor over the windshield extends the line of the pilothouse coachroof, keeping it in proportion with the original design.

On deck

By most standards, the cockpit is small, but it's adequate for two. The side benches and helmsman's seat are too short to stretch out on. Under them is a minimal amount of storage for items such as the propane tank. The small 20-inch diameter wheel allows for fairly easy movement through the cockpit. It and the pilothouse helm control the rudder through a hydraulic steering system. The mainsheet traveler is atop the after end of the pilothouse and the two-speed sheet winches and cleats are substantial and well located.

Earlier models of the Rawson 30 were built without a bowsprit, but the sailplan evolved to move the center of effort forward as a check against weather helm. *Alcyone*'s hefty bowsprit — a short and stocky spar complete with bobstay and whisker stays — supports the forestay and roller-furling gear and provides a substantial base for a large manual windlass and a Herreshoff mooring cleat. *Alcyone* carries a 35-pound Bruce anchor on a roller at the end of the bowsprit. Its rode of 50 feet of ½-inch chain and 200 feet of ½-inch nylon is led through a hinged deck pipe to the chain locker below.

Bulwarks that are 6 inches high at the bowsprit and gradually diminish to about 3 inches at the stern, together with the exceptionally wide beam forward, provide security for work on the foredeck. Though the 12-inch sidedecks are on the narrow side, handrails mounted on top of the pilothouse make movement fore and aft more secure. The chainplates are installed outboard at the rail.

Another pair of handrails, a low-profile acrylic hatch, a couple of solar vents, and the stove's chimney cap, are fitted on the coachroof over the galley and forward cabin. Devon usually tows his 9-foot dinghy but occasionally lifts it on deck with a spare halyard and stores it between the mast and bowsprit.

The high freeboard of the Rawson 30 is evident, above. While the added windage hurts performance, it does make for more spacious accommodations. Few boats of this size boast a real pilothouse like this that's large enough to house a small dining table as well as a steering station, at left below. The pilothouse entrance is a door, in which a small portlight and a butterfly vent are fitted to aid ventilation, at right below.

Construction

Rawson built 288 30s, of which 36 were pilothouse models, between 1959 and 1985. They were offered with or without a bowsprit and rigged as sloops, ketches, and cutters. By 1969, seven Rawson 30s had been sailed from the West Coast to Hawaii, two had gone on to Tahiti, and one to Australia. Three completed circumnavigations. All of this attests to the boat's seakeeping qualities as well as its solid construction and sturdy equipment.

The hull is hand-laid solid fiberglass and the deck is of fiberglass and balsa sandwich construction for stiffness, compression strength, and lightness. I didn't detect any flexing. The vertical hull and deck flanges, bedded and through-bolted, trimmed with teak on both sides, and topped with a teak caprail, form the stout bulwark. A non-skid pattern is molded into the sidedecks and lower coachroof.

The Rawson is ballasted with 5,000 pounds of concrete mixed with "boiler punchings" encapsulated within the keel. Around Seattle, there's a saying that you can drop a Rawson from the top of the Space Needle and sail it away.

The long keel also helps the boat sit upright in the yard, or on its bottom if

The inside helm station is compact but it's a pleasant place from which to steer when the weather is inclement, at left. Down in the main cabin, the galley, at right, is small but adequate for a 30-foot boat and gets plenty of light from the pilothouse windows.

an accidental grounding should occur. You could careen it against a seawall to change zincs, scrape barnacles from the propeller and shaft, inspect through-hulls, or sand and paint the bottom.

Down below

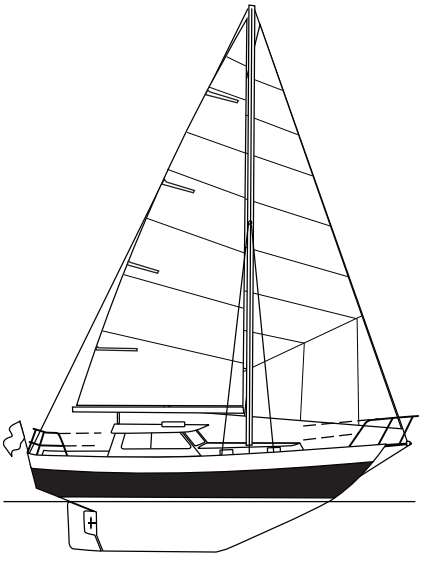
In the forward starboard corner of the pilothouse, behind a sloping windshield complete with wipers, a compact arrangement of compass, GPS, VHF, radar, depth sounder, and engine-monitoring instruments make up the nav station around the single helm seat. A small table and storage spaces are located between the helmsman's seat and the cockpit bulkhead, handy to the wheel and also to the dining table.

A large circular opening window in the bulkhead looks out into the cockpit and additional ventilation is provided by a portlight and a butterfly vent in the pilothouse door. The overhead is covered with a foam-padded vinyl liner and the cabin sole is teak-and-holly plywood.

Down a couple of steps in the galley, a deep icebox is situated between a two-burner propane stovetop and a deep sink. Devon has installed a microwave and a 1,000-watt inverter. Windows and portlights are tempered glass. *Alcyone* has pressurized cold and hot water with the heater located under the cockpit sole. There are a few shelves and little more. This is a small galley for a 30-footer.

Opposite to port is a High Seas diesel heating stove just forward of a snug 6½-foot bench that extends under the pilothouse to form a sort of quarter berth.

There's a little over 6 feet of headroom in the pilothouse and the galley area and you can walk all the way to the forward cabin without ducking, which is unusual on a 30-footer. The Rawson carries its beam well forward and high up, taking full advantage of its high freeboard. There's no scrunching down and backing into the V-berths; Devon and his wife, Penny, sleep with their heads forward. The berths are 6 feet 6 inches long with plenty of shoulder room for two. The head is small but contains a sink, shower, and storage.



Rawson PH 30

Designer: William Garden
Builder: Ron Rawson, Inc.
LOA: 30 feet 6 inches
LWL: 22 feet 0 inches
Beam: 9 feet 0 inches
Draft: 5 feet 0 inches
Displacement: 12,000 pounds
Ballast: 5,000 pounds
Sail area: 424 square feet
Disp./LWL ratio: 503
Sail area/Disp. ratio: 12.9

The accommodations of the Rawson 30 are interestingly laid out with spaces of differing sizes and at different levels: the cockpit is small, the pilothouse large; the galley and head are small, the forward cabin unexpectedly large. The engine room is generous in the extreme. While each space has its particular quality and purpose, they are all interconnected to become a unified whole, and the overall effect is one of openness both within the boat and, through the pilothouse windows, with the outside.

The rig

The Rawson PH 30 is a masthead sloop with a 225-square-foot mainsail. *Alycone* has a 150 percent genoa on a Furlex roller. The single-spreader aluminum mast is deck-stepped with the compression post unobtrusively integrated into the bulkhead between the galley and the head. Standing rigging is conventional, with two lowers and one upper shroud, headstay, and backstay.

The main and foresail halyards are cleated at the mast. The Cunningham and vang lines are led aft to the cockpit.

The engine

Devon and Penny have owned *Alcyone* since 2003. She was a liveaboard before that and in sorry shape. As part of a stem-to-stern refit, Devon replaced

the old Volvo MD11 raw-water-cooled engine with a new four-cylinder, 33-hp, freshwater-cooled Vetus diesel fitted with a 14 x 13 three-bladed fixed propeller. He's very pleased with the conversion, most of which he did himself.

Engine access is excellent, if a bit unusual: first you remove the table, then lift a floor hatch in the after end of the pilothouse sole. This exposes most of the engine. That done, you can slide a floor hatch aft to get at the flywheel, automatic fire extinguisher, bilge pump, fuel filters, and various ventilation hoses. The engine room has very good access for routine servicing and maintaining sundry mechanical and electrical equipment. A hatch in the cockpit sole provides access to the stuffing box.

Performance

Alcyone, having a full keel with the propeller aperture taken entirely out of the rudder, backed with predictable imprecision. The right-handed prop wanted to back us to the left, rather than to the right where we would have liked, but once Devon had some steerage way, he put her in neutral and she went where he wanted her to.

It was a blustery day on Puget Sound with winds 15 to 20 knots, gusting to 25 around the headlands. We took a reef in the main and rolled the genoa in about halfway as we began to work to windward on a close reach. Under the conditions, it took a little while to settle down but, once both sails were full and drawing, we quickly approached hull speed. With a whopping displacement/length ratio of 503 and a small rig, she is not fast. The clinometer would lurch over to 30 degrees and stay there for a spell. The added weight and windage of the pilothouse no doubt contributes to her tenderness. She'd lean over in a hurry but then harden up as we got the rail down. *Alcyone* is well balanced on the wind or reaching. We didn't take any water over the bow or rail.

On the way home, I tried out the pilothouse steering station. Rolling and pitching, as we were, I was pressed down to leeward against the wheel and the pilothouse side, but the relative quiet and warmth were welcome.

Conclusion

There's a lot to be said for a pilothouse on a good sailboat, particularly in areas where the sailing season can be extended. The higher cockpit bulkhead offers considerable shelter even without a dodger and, if the weather deteriorates, the helmsman and crew can move inside and keep going. Considering the amount of time a cruising sailboat spends in the marina or on moorings, to say nothing of cruising in cold and inclement weather during the spring and fall, the advantage is clear. Devon often singlehands *Alcyone*, racing and cruising about the islands.

The engine and other systems are under the pilothouse sole and quite accessible.

True, the Rawson PH 30 isn't as nimble or swift as a racer/cruiser. She's a cruiser with a capital C. That said, Devon enjoys racing his boat regularly, taking full advantage of his considerable handicap; *Alcyone* has a PHRF rating of 333. It's hard to find a boat with comparable performance. Even the hefty 20-foot Flicka rates around 300 or less.

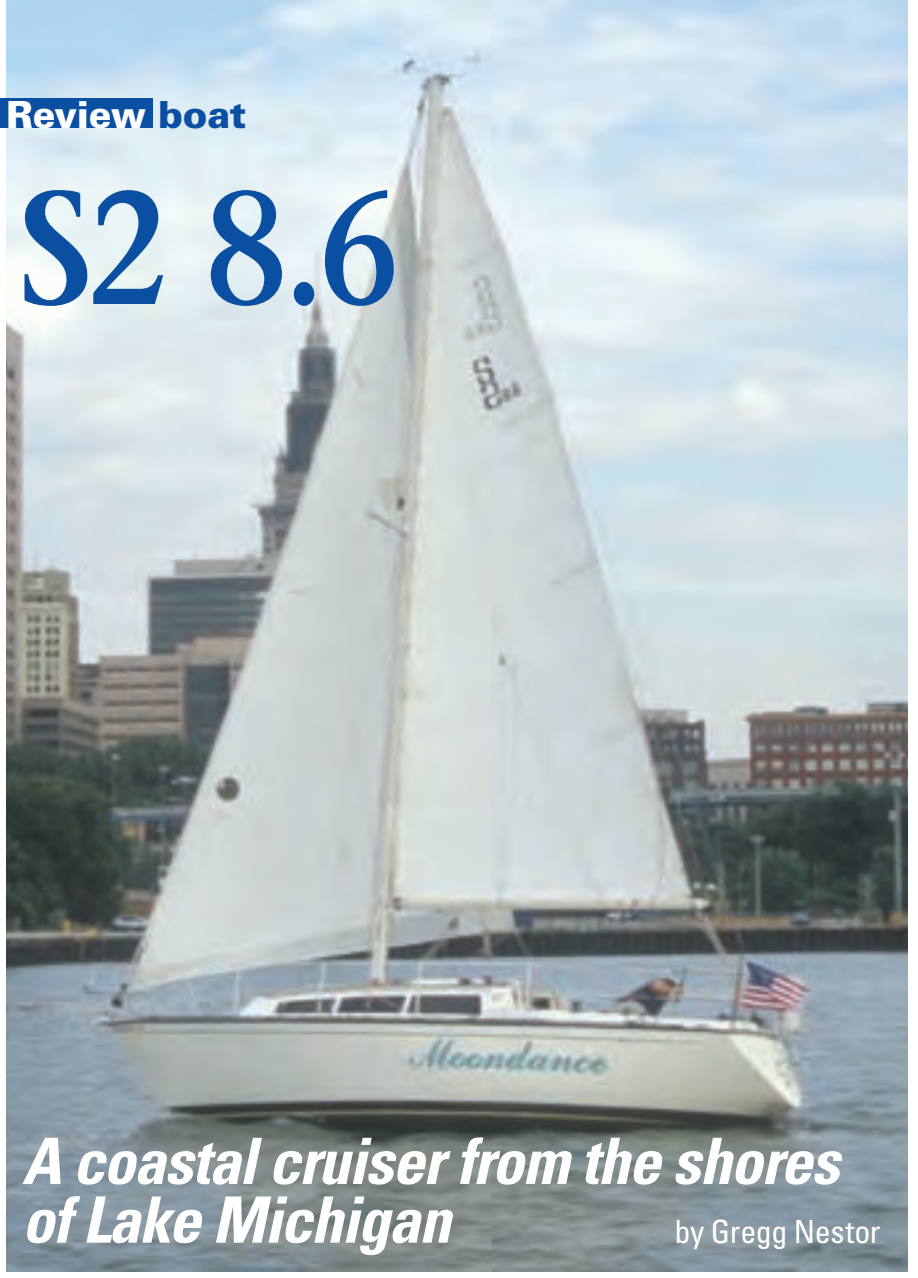
Anyone interested in the Rawson PH 30 should take a look at the very similar Gulf 32. Owners' comments and lively discussions comparing the two William Garden designs can be found on the Internet.

Used boat prices are apt to vary greatly, depending on the boat's condition and even its location. Inexpensive examples in need of extensive refits are available but a well-found Rawson PH 30, such as *Alcyone*, can run as much as $25,000 to $30,000 or more. Rawsons seem to come up for sale rarely.

Richard Smith is a contributing editor with Good Old Boat. *In addition to sailing and writing about boats, he's an architect, and he designs and builds very small houses. He and his wife, Beth, live in a house with a 16-foot beam and an LOA just a few feet shorter than their Ericson Cruising 31,* Kuma, *which they sail on the reaches of Puget Sound.*

Its high freeboard and relatively narrow beam combine to make the Rawson 30 initially tender. That freeboard and the pilothouse help keep things dry in the cockpit.

S2 8.6



A coastal cruiser from the shores of Lake Michigan

by Gregg Nestor

***Moondance*, owned by Joe Locala of Bratenahl, Ohio, was designed in 1984 by Arthur Edmonds. The S2 8.6 still looks fairly contemporary, though the reverse transom is reminiscent of a previous era.**

The S2 is one of a handful of small- to medium-sized sailboats built by Leon R. Slikkers, a Michigan man who has spent much more of his life building powerboats. But during its relatively short history, S2 Yachts produced several quality sailboats that continue to be much admired by their owners.

The Slikkers story

In 1946, 18-year-old Leon left the family farm in Diamond Springs, Michigan, for a job in the joiner department at the Chris-Craft Corporation in Holland, Michigan. During nearly 10 years with Chris-Craft, Leon refined his skills and was noted for his ability to create innovative designs.

During a 1952 company-wide labor strike, Leon decided to build powerboats of his own design and began production in his garage. While the strike was in progress, he fabricated about 10 15- and 17-foot plywood runabouts.

With labor strikes becoming increasingly common and his after-hours boatbuilding business becoming increasingly successful, Leon seriously considered going out on his own. His first step was to register the name SlickCraft in 1954; a year later he made his move. During the 1955 model year he built 35 boats, all of wood.

By 1956, Leon was experimenting with fiberglass hull construction and came to believe that fiberglass was the future; he switched to all-fiberglass construction after the 1962 model year. Innovation and success continued for his small family-oriented company, and SlickCraft became synonymous with quality and affordability.

After attracting the attention of a conglomerate with an interest in boats, the Slikkers family sold SlickCraft to the AMF Corporation in September 1969, the same year that AMF bought Alcort's Sunfish and Sailfish brands. Leon was retained as president of the SlickCraft Division, staying with AMF four years. Upon leaving, he immediately began experimenting with a fiberglass sailboat design that would not violate his powerboat noncompete clause with AMF.

On February 18, 1974, S2 Yachts came into being. While Leon's goal was to build a series of well-detailed, nicely built, high-quality trailerables, his first offerings weren't particularly attractive, nor did they perform all that well. The joke was that S2 stood for "slowly sideways." But he rapidly made adjustments, and by the late 1970s the company had developed an impressive line of cruising auxiliaries. As with the SlickCraft brand, S2 soon became synonymous with craftsmanship, styling, and performance.

Correctly anticipating a shrinking sailboat market, Leon added powerboats to his product line, now that his noncompete had ended, with the introduction of the Pursuit series of fishing boats in 1977, followed by the Tiara line of express cruisers in 1979. Leon reacquired the SlickCraft sportboat brand name from AMF in 1983 but, sadly, in 1987, S2 sailboat production ceased.

Design

The S2 8.6 is a refinement of the S2 8.5 manufactured from 1981 to 1983. Introduced in 1983, the 8.6 remained in production until the company stopped making sailboats. Both boats were quite similar and were designed by naval architect Arthur Edmonds, whose best-known production sailboat is probably the Allied Princess 36.

While the earlier Graham and Schlageter-designed Grand Slam series of S2s were high-performance sailboats — including a two-time MORC (Midget Ocean Racing Club) champion — all of the Edmonds-designed S2s were cruisers and moderately designed

The swim ladder looks handy, but you have to climb over the stern pulpit to get into the cockpit.

Sail controls are led aft to rope clutches and winches to either side of the companionway. Note the sea hood.

ones at that. To achieve this end with the 8.6, Edmonds combined the design elements of a somewhat flat sheer, moderate fore and aft overhangs, a reverse transom, and a slightly forward-leaning cabintop. Together, these elements produce a balanced and graceful appearance. For some traditionalists, however, the boat may look a little too modern, especially with its European-style cabin portlights.

Construction

The hull is solid hand-laid fiberglass laminate. Next to a high-quality gelcoat, the first fiberglass layer is chopped mat followed by a succession of cloth layers. The deck is also hand-laid fiberglass, with all horizontal areas cored with end-grain balsa. The hull-to-deck joint is an inward-facing flange arrangement, bonded with flexible adhesive and through-bolted on 6-inch centers by passing the bolt through the slotted aluminum toerail. The outboard seam is cosmetically hidden by a vinyl rubrail that S2 quite aptly termed a "crash rail."

Underwater, the 8.6 is fitted with a spade rudder mounted on a 1½-inch stainless-steel rudder post. This appendage is combined with either a deep-fin or a shoal-draft keel. Rather than being bolted externally to the hull, both keel configurations (which are lead castings) are encapsulated inside a hollow keel shell.

The chainplates are bolted to plywood gussets as well as to the bulkhead in the main cabin and are backed with stainless-steel plates. All deck hardware is through-bolted and backed with stainless-steel fender washers, rather than the preferred metal backing plates.

The majority of the boat's interior structure is plywood, veneered with plastic laminate, trimmed with teak, and glassed to the hull. Hull and headliner treatments are of moisture- and mildew-resistant fabric.

Overall, the construction of the S2 8.6 is very good, with excellent glasswork.

On deck

The foredeck of the S2 8.6 is relatively clutter-free. Mounted quite a bit aft of the stemhead fitting are a pair of large 8-inch mooring cleats positioned outboard on wide stainless-steel chafing strips. There are no chocks. This arrangement necessitates leading the anchor rode well off the boat's centerline and is likely to result in the boat sailing around its anchor or mooring. The only other foredeck feature is the flush-mounted anchor locker. This leaves the foredeck, with its two-tone non-skid surface, clear of any obstructions. There are a stainless-steel bow pulpit and dual lifelines. The sidedecks are reasonably wide, but the shrouds are fastened to chainplates situated toward the center of the sidedecks, restricting fore-and-aft movement.

Forward on the cabintop is a flush-mounted, smoked-acrylic hatch covered with teak strips to protect it and provide better footing. Aft and to starboard is a vent over the head compartment. (Instead of a cowl vent,

The forward hatch has teak strips over it to provide sure footing.

Mainsail sheeting is end-boom to a traveler across the transom.

our review boat had been upgraded with a solar vent.) To port is a provision to add another vent — not a bad idea, since there are no opening portlights. A proper sea hood protects the companionway sliding hatch. A pair of teak handrails, one port and one starboard, span the full length of the 10-foot 6-inch cabintop and, since they are recessed, are promoted as being of a non-trip design. While they look great and are an interesting concept, they are not easily accessible and in actual use can be a "finger breaker." On each side of the cabin trunk are three large fixed portlights.

The cockpit is T-shaped and comfortably sized, measuring 7 feet 6 inches long. The coamings are of a reasonable height and width and provide decent back support. There is a deep locker beneath the port cockpit seat, plus an equally deep lazarette with access on either side of the tiller. A battery box is fitted at the forward end of the port cockpit seat locker. Wheel steering was optional, hence the T-shaped cockpit. The bridge deck is narrow. To provide cockpit drainage, there are a pair of scuppers aft. Dual lifelines connect to the stainless-steel stern pulpit. The centerline swim ladder is a separate structure. Its use requires climbing over the stern pulpit, which is awkward, to say the least.

Belowdecks

The accommodations of the S2 8.6 are fairly conventional. The forward cabin features a V-berth and a pair of deep bookshelves outboard and above. The cushion of the V-berth is divided athwartships, rather than down the centerline, into two manageable pieces. This unique feature allows for easy access to the forward locker. The remaining area beneath the V-berth houses the 37-gallon potable water tank and a couple of small lockers. A single fixed portlight and the forward hatch offer natural light and ventilation.

Aft and to port is a hanging locker with a trio of cubbies and a bureau top. To starboard is the head compartment with a teak-veneer door. The base portion of the head compartment is a single fiberglass unit that comprises the sink, vanity, medicine cabinet, sole, and toilet base, with adequate space for toilet articles. Manual cold water via a foot pump and no shower are standard. If equipped with a shower, the gray water drains to the bilge. A single fixed portlight and cowl vent service this compartment.

In the saloon are opposing settees/berths and a teak drop-leaf table mounted to the starboard bulkhead. The port settee is a short single with a foot well beneath the galley stove. To access this additional space, the galley counter extension must be flipped up. The starboard settee pulls out and converts to a double berth. While there is stowage beneath the port settee, the area beneath the starboard settee houses the holding tank. Outboard and above both settees is additional stowage in the form of cubbies and fiddled shelves.

The L-shaped galley is aft and to port. Across the aft bulkhead and situated almost on the centerline is a single stainless-steel sink with foot-pump-operated cold water. Outboard and to port is a top-loading icebox that's tiny, poorly insulated, and drains to the bilge. Behind the icebox and beneath the port cockpit seat is a convenient trash compartment. Forward, between the icebox and the flip-up counter extension, is a two-burner Kenyon alcohol stove with a cutting-board cover. While this initially appears to be a workable arrangement, the stove is situated athwartships rather than fore and aft. As such, it cannot be gimbaled. More importantly, when using both burners, the cook must either sit sidesaddle on the port settee or reach across the inboard burner to reach the outboard one, not the best of situations. On the plus side, however,

S2 8.6

Designer: Arthur Edmonds
LOA: 28 feet 0 inches
LWL: 22 feet 6 inches
Beam: 9 feet 6 inches
Draft: 4 feet 6 inches, fin
3 feet 11 inches, shoal
Ballast: 3,000 pounds
Displacement: 7,600 pounds
Sail area: 390 square feet

Facing page: The galley is compact, to be sure; the icebox is poorly insulated. A flip-up counter extension increases space for food preparation, at left. The dinette table folds down from the main bulkhead and comfortably seats four, at right. This page: The V-berth cushion is split athwartships for easier access to the locker underneath.

there's reasonable stowage space for galleyware and provisions.

Across from the galley is the junction of the starboard settee and the spacious quarter berth. Most quarter berths tend to be a bit claustrophobic. But not on the 8.6. This one has sitting headroom, which comes in handy since there's a large removable panel that allows for good access to the engine, transmission, stuffing box, and other associated parts. At the foot of the quarter berth is a smaller panel providing access to the lazarette.

An electrical panel and cabinet with sliding doors are mounted outboard and directly above the head of the quarter berth. The panel has a locking battery switch, two-battery test meter, and room for a dozen circuit breakers. There is also a reasonable amount of unused surface area on which additional marine electronics can be installed.

The remaining four fixed portlights and the companionway hatch provide light and air circulation to the balance of the boat. There are 6 feet of headroom and a teak-and-holly sole.

The rig

The S2 8.6 is a masthead sloop featuring a high-aspect-ratio sail plan with a small mainsail and an overlapping headsail. The mast is deck-stepped and has a bridge clearance of 41 feet. Both spars are painted aluminum extrusions, as is the single pair of airfoil spreaders. A pair of Lewmar #8 single-speed halyard winches are mounted aft on the cabintop, to port and starboard. Common today, but unique for its time, all sail controls are led aft through clutches. The arrangement includes the Cunningham, outhaul, reef, and halyards. All but the Cunningham are sheaved internally. Short tracks used for the smaller headsails are mounted on the sidedecks and led aft to Lewmar #30 two-speed primary winches and cleats situated on the cockpit coamings. The sheets for larger headsails are led through snatch blocks clipped to the slotted toerail. The mainsail is sheeted to the end of the boom and led to a traveler that spans the transom.

The standard Yanmar 2GM diesel moves the boat easily under power. Surprisingly, there is no strainer on the intake of this raw-water-cooled engine. (Adding one was among the first upgrades the owner of our review boat made.) Fuel capacity is 18 gallons in an aluminum tank beneath the cockpit sole, just aft of the stuffing box. Access to the engine for routine maintenance is excellent and is gained from several different areas: by removing the companionway stairs and a galley panel, through a panel in the quarter berth, and from inside the port cockpit seat locker.

Underway

The S2 8.6 is a comfortable, stable, and relatively stiff cruising boat. It's

There's room for electronic instruments above the surprisingly spacious starboard quarter berth, at left. Good access to the engine is gained through a removable panel inboard of the quarter berth, at right.

no slouch either. It is easy to sail and generally performs well, exhibiting a balanced helm and good tracking. It is not the best light-air performer; however, on most points of sail it compares favorably to most other boats of similar size and type. The test boat is a strong competitor in local racing.

Not many 8.6s were built, so it's not surprising that PHRF fleets are few — just two boats are listed, rating 189 and 201 seconds per mile. The more prevalent 8.5 rates in the mid-180s. For comparison, a Pearson 28 rates around 192 while the O'Day 28 and Catalina 28 both rate around 201.

Things to check out

Encapsulated keels pose a potential problem. In the event of a grounding or damage from an underwater obstruction hard enough to damage the leading edge of the keel, water can enter the space between the fiberglass outer skin and the lead ballast. Fixing this can require significant time and money. A drain plug isn't a bad idea. The good news is that water shouldn't enter the living spaces or compromise buoyancy.

Any boat with a balsa-cored deck is a candidate for deck delamination. The S2 8.6 is no exception. One area of chronic leakage is around the chainplates. If you've got your eye on a used 8.6, sound out the deck and examine the fabric liner in these areas as well as around all deck fittings. Speaking of deck fittings, replace those fender washers with metal backing plates to better spread the load.

If there's no strainer on the raw-water intake, have a mechanic determine whether the engine's operating temperature is within specification. If not, the engine's cooling passages may need to be cleaned and flushed. In any event, add a proper strainer.

Conclusion

The S2 8.6 is a comfortable, stable, and easily managed coastal cruiser and club racer. Despite having been designed more than two decades ago, the S2 8.6 styling is quite contemporary. The boat is well-built and finished with care. These boats tend to hold their value. Expect to pay between $15,000 and $23,000.

Gregg Nestor, a Good Old Boat *contributing editor, developed a keen interest in sailing while growing up on the southern shore of Lake Erie. His third book, currently at the publisher and yet to be titled, is a comprehensive handbook for trailersailors. When not writing about sailing, Gregg and his wife, Joyce, cruise aboard* Raconteur, *their Pearson 28-2.*

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S2 9.2

A stylish and well-built cruiser/racer

by Richard Smith

With the mainsail and genoa drawing well, Greg Pearson's S2 9.2A, *Blast,* moves quickly upwind on the gray waters of Puget Sound.

I stood at the top of the marine ramp in Edmonds, Washington, looking down at Greg Pearson's S2 9.2A, *Blast*. My first impression was of a particularly well-kept 1970s cruiser/racer with basically clean lines.

The "9.2" stands for 9.2 meters, which equals 29 feet 11 inches, just under the 30-foot length limit set by the Midget Ocean Racing Conference (MORC), a popular rating system in the 1970s. The 9.2 name lasted for many years until the builder changed it to S2 30, but by then it was too late: the 9.2 name stuck.

History

Leon Slikkers, who made his name building powerboats, founded S2 Yachts in 1974 to build sailboats in Holland, Michigan. He commissioned Arthur Edmunds to design the S2 9.2 and several other boats in the S2 line. (For a general background of the company, see the S2 8.6 review in July 2008.)

Arthur Edmunds' best-known production sailboats are probably the Allied Princess 36 and Allied Mistress 39. His S2 9.2A (for "aft cockpit") and the S2 9.2C (for "center cockpit") have identical rigs and hulls. More than 700 S2s of both types were sold and they acquired a reputation for being well built.

Design

While Arthur's Allied designs were full-keel cruisers, the S2 9.2 has a cruising fin keel, a spade rudder with a partial skeg, a moderately deep forefoot to reduce pounding, and a very flat sheer that gradually rises forward. A shoal-draft option reduced draft from 4 feet 11 inches to 3 feet 11 inches.

With a moderate displacement/length ratio of 280 and sail area/displacement ratio of 16.4, the S2 9.2 is a capable coastal cruiser.

The design's sloping deckhouse and swoopy inset Lexan portlights foreshadowed Euro-style design features that were to become established over the next decade or two. When it was introduced 30 years ago, the 9.2 had a distinctly modern appearance.

Construction

The hull is solid, hand-laid fiberglass with an inward flange at the sheer on which the balsa-cored deck is attached. Through-bolts and a flexible adhesive bedding compound secure the extruded aluminum toerail, hull, and deck together. Any fender washers used in the mounting of deck hardware should be replaced with proper metal backing plates (see "Better Backing Blocks," March 2010).

S2 Yachts resisted the industry trend toward molded interior liners, so the 9.2's bulkheads and furniture are tabbed to the hull, usually on both sides of each surface, and contribute to the hull's structural stiffness. Two tons of lead ballast is encapsulated in a well-sealed keel cavity.

For the most part, production boats of the 1970s used similar technologies and have generally held up well. But, as with any well-used boat of the era, the normal precautions apply: inspect the balsa-cored deck for softness, especially near chainplates, stanchions, and other deck fittings. Also check that the keel with its encapsulated ballast has remained watertight.

Hull blisters have been a problem with some 9.2s. Greg reports that the previous owner of *Blast* found blisters. In 1989, he had the hull dried out and blasted before applying an epoxy barrier coat. *Blast* has been kept in the water during the last six years and has been blister-free.

On deck

As Greg and I walked down to the dock, I had a closer look at *Blast*. She appeared to have nothing tacked on — the scourge of many less-than-good old boats is the assortment of unmatched and conspicuous bits and pieces of gear and fittings they acquire over the years. In fact, it was hard to believe this boat was launched 34 years ago.

The quality of *Blast*'s gelcoat surfaces is immediately apparent. They are generally free of stress cracks even where they are tightly curved, and her non-skid surfaces seem on par with other boats of the era. Her substantial hardware is of a size and quality that is unlikely to necessitate an upgrade. She has 8-inch bow cleats bolted through stainless-steel deck-mounted chafing plates. These fittings incorporate the navigation lights and chocks as well. A hinged and flush-mounted anchor-locker lid and an acrylic forward hatch with teak non-skid strips are neatly and unobtrusively integrated into the deck molding. There's nothing here to trip the foredeck crew or snag lines.

Well-detailed "no-trip" teak handrails extending from the cockpit to the bow are mounted on fiberglass spacers.

Blast's black cove stripe accents the black canvas in her largely transparent dodger and well-tailored sailcover. The overall effect is a well-coordinated and good-looking boat.

The cockpit

The T-shaped 8-foot cockpit works well, with the mainsail sheeted abaft the 28-inch destroyer-type steering wheel, where it is out of the way and easily handled by the helmsman, along with the traveler lines and backstay adjustment wheel. The 8-inch stern cleats are mounted on stainless-steel chafing pads, an arrangement similar to that at the bow. The helmsman's seat on an S2 9.2 is separated from crew working

This view of Greg Pearson's well-maintained S2 9.2A, above, shows some of her key deck features. Note the sea hood over the companionway sliding hatch, continuous teak grabrail, narrow foredeck, double lifelines, and double lower shrouds terminating near the rail.

At the bow there is a small anchor locker, two cleats, and a tiny roller for handling ground tackle, at left. The forward hatch, at right, located on the coachroof above the entrance to the forward cabin, is a little too far aft to bring much breeze to crew sleeping on the V-berth.

The compact galley, at left, is fitted out with an Origo alcohol stove, a small sink, and an icebox. The nav desk, at right, is cleverly designed to lift up and out for use. It is stowed against the hull and a cushion takes its place when the quarter berth is needed.

at the winches, and Greg reports that this makes tending to headsail sheets and roller reefing a bit of a tussle when he's singlehanding.

The winches are by Lewmar. Two #40 two-speed sheet winches and two #10 single-speed winches are mounted on the coamings. Other running rigging is led aft to the cockpit. The main halyard is handled by a #10 winch on the starboard side of the companionway, while jib and spinnaker halyards are taken care of by a #10 to port.

The starboard seat locker opens to reveal general stowage and access to the stuffing box and engine controls. Two lockers under the helmsman's seat provide additional stowage.

The rig

The S2 9.2 is a masthead sloop with a high-aspect-ratio sailplan. *Blast*'s 208-square-foot full-battened Lidgard mainsail sets very well. A 150 percent genoa adds about 352 square feet for a total of 560 square feet.

The mast, a black-painted aluminum extrusion, has a single pair of airfoil spreaders. It is stepped on deck and a strong post integrated within the main bulkhead carries the compression load to the keel. There is a mechanical adjuster for the backstay. Mast height above the water is 43 feet 6 inches.

In addition to main and headsail sheets, running rigging includes an outhaul, downhaul, halyards, reefing lines, and a Cunningham. Headsail sheets are led through snatch blocks that can be easily moved about on the slotted aluminum toerail.

Belowdecks

The S2 9.2 has a translucent acrylic sliding companionway hatch with teak handholds inside to either side. The engine enclosure provides a wide, deep, and carpeted first step down to the roomy and well-appointed cabin. Teak-veneer plywood and solid teak trim are used to a considerable extent throughout the boat.

Immediately to port, the entry to a quarter berth doubles as a navigation space. When used for navigation, a table pivots down and a seat folds up from the side of the engine box. When not in use, the table is stowed against the hull side and a cushion takes its place. The electrical panel, with circuit breakers and a battery-condition meter, is located above the nav table. A lockable master battery switch is next to the panel and a VHF radio is below it. Greg has a Garmin 300C fishfinder/depth sounder mounted on hinges so he can view it from the cockpit.

Opposite the nav station, a small L-shaped galley contains a small sink

The saloon of the S2 9.2A, at left, is warmly appointed and comfortable. The L-shaped settee to port and standard settee to starboard make two good sea berths. The carpeting glued to the inside hull surfaces, at right, is just about the only disappointing feature of this otherwise attractive interior.

with pressure cold water, an icebox, and an Origo alcohol stove. Headroom is 6 feet 3 inches in this area, gradually dropping to about 5 feet 10 inches at the entry to the forward cabin.

Immediately forward, a table and settee to port — that convert to a double berth — and a 6-foot 6-inch settee berth to starboard provide a well-thought-out eating, lounging, and sleeping area. The table has leaves that hinge on top, offering a choice between large and small surfaces. Along with its pedestals, it's removable and can be stowed near the quarter berth.

On the port side of the main bulkhead, Greg mounted a flat-screen TV on a movable arm so he can swing it away from the kerosene Force 10 heating stove.

Carpet is laid over the fiberglassed plywood sole and S2 used a carpet-like polypropylene fabric as a hull liner. It was treated to be mildew resistant and contact-cemented to the hull. While a benefit of this liner is easy access to through-bolted deck hardware, over the years the fabric has become faded and blotched with mildew stains, a detraction from an otherwise handsome interior and one not easily put right.

There is an ample head with a vanity sink and shower drain across from a large hanging locker in the area between the saloon and the forward cabin's 6-foot 4-inch berths.

The engine

I had an Atomic 4 many years ago and had forgotten what a good shipmate it can be: quiet, smooth-running, and without a lingering trace of diesel odor. Greg maintains the engine, keeping a close check on everything to ensure good running order and safety.

Gasoline fumes are heavier than air and can lie in the bilge waiting to turn a good sailing day into a disaster. Like a propane stove, a gasoline engine demands the utmost respect. Greg ran the blower for five minutes and took some good sniffs at the blower vent and deep into the locker before he fired up the engine. We motored over to the gas dock to meet the chase boat and begin our trial sail. With its two-bladed 16 x 8 right-handed prop, the boat handled well in tight quarters, backing predictably and stopping just so.

Many 9.2s were fitted with Atomic 4s during 1977 and 1978. Later boats were delivered with a choice of a 2-cylinder Yanmar or Volvo diesel. Since then, some owners have replaced these smaller engines with 3-cylinder 23-hp Yanmars in the quest for more power. *Blast* has an 18-gallon fuel tank and burns about ¾ gallon per hour. Cruising speed is about 5½ to 6 knots. Greg finds the Atomic 4 to be entirely adequate for the cruising he does, in spite of the strong currents, often strong winds, and steep chop of Puget Sound and the islands to the north.

Under way

We pulled away from the gas dock and headed into the Sound. The wind was a steady 15 to 17 knots, gusting to 20. Greg and Bret Hart, who helped crew, hoisted the full-battened mainsail and let out the 150 percent genoa. Without much headway we heeled sharply, but as she gathered speed *Blast* picked herself up and we accelerated smartly, beating to windward before going off on a close reach. We made a rollicking 5 or 6 knots in 2-foot waves and the boat was absolutely dry.

We were heeled well over, however, so Bret rolled in the genoa to about lapper size. We were still heeled well over and I thought we'd be better off tucking a reef in the main, but the skipper thought otherwise. Weather helm increased strongly with the gusts but the boat was always manageable, tracking well in spite of the lumpy seas and considerable wakes of ferries and container ships. I reckoned that reefing the 9.2 for speed and comfort is a serious consideration at about 15 knots, maybe 12.

S2 9.2A

Designer: Arthur Edmunds
Builder: S2 Yachts
LOA: 29 feet 11 inches
LWL: 25 feet 0 inches
Beam: 10 feet 3 inches
Draft (shoal keel): 3 feet 11 inches
Draft (deep keel): 4 feet 11 inches
Displacement: 9,800 pounds
Ballast: 4,000 pounds
Sail area: 468 square feet
Disp./LWL ratio: 280
SA/Disp. ratio: 16.4

Conclusion

The above-average condition of Greg's boat may have skewed my overall view of the S2 9.2. Most boats over 30 years old will more than begin to show their age, but not so with *Blast*.

The 9.2A's good looks topside — the smooth sweep of deck and the absence of non-essential gear — make the boat seem more of a racer than a cruiser. In fleets across the country, PHRF ratings range from 180 to 201 seconds per mile. For comparison, a 1970s-era Pearson 30 is 174 and a Catalina 30 is 180 to 192.

Blast's interior is well organized, serviceable, and tasteful. The only conspicuous exception to this, as mentioned, is in the builder's use of carpeting glued to interior surfaces.

Apart from the appearance of the 9.2A, the sailing performance is a high spot. It may be a bit tender when compared to other 30-foot cruiser/racers, but this is difficult to judge as weather, sea conditions, and sailing practice vary.

The S2 9.2s seem to hold their value. After 30 years, condition is everything. Other things being equal, an Atomic 4 may detract from market value, but Greg believes *Blast* would sell for about $20,000 to $22,000, perhaps a couple of thousand less than a boat fitted with a diesel.

Richard Smith, a contributing editor with Good Old Boat, *is an architect. He specializes in designing and building very small houses and has built, restored, and maintained a wide variety of boats. These days, he and his wife, Beth, sail their Ericson Cruising 31,* Kuma, *on the reaches of Puget Sound.*

Seafarer 30

This late '70s fast coastal cruiser has a pedigreed design

by Gregg Nestor

The Seafarer 30 was designed by Jim McCurdy and Bodie Rhodes and was sold from 1979 through 1985. This performance-oriented coastal cruiser has an overall length of 29 feet 11½ inches, a waterline length of 25 feet 7 inches, and a beam of 10 feet. It displaces 8,600 pounds with 3,450 pounds of ballast.

The design of the Seafarer 30 can be summed-up in two words: tasteful conservatism. McCurdy and Rhodes have shown great finesse and restraint in carefully blending form and function into the design of this performance cruiser. The boat's profile presents a fine entry, a turtle-shaped forward cabin, pleasing sheer, and an almost plumb stern.

The hull laminate is hand-laid and comprises alternating layers of fiberglass mat and woven roving. At the centerline there's a maximum of 10 layers. This equates to a thickness of ⅝ inch. The deck is balsa-cored and is structurally laminated to the hull and then mechanically fastened with bolts on 4-inch centers. The hull-to-deck joint is an outward-facing flange, which is protected by a black vinyl rubrail and capped with teak.

The Seafarer 30 was available in two keel configurations, a fin keel drawing 4 feet 9 inches (our review boat) and a shoal keel/centerboard version that draws 3 feet 6 inches with a light (7,500-pound) displacement. Both versions utilized the same low-aspect-ratio skeg-mounted rudder. The skeg does not fully extend down the entire length of the rudder and, therefore, does not provide a lower attachment point for the rudder, nor protection for the rudder's heel.

Blenheim, **the Seafarer 30 owned by Richard and Joan Lybeck, gets underway, on facing page. A long view from the bow, at top, shows the forehatch and a second hatch just behind the mast. Next, a view of the teak ribbing on the sliding hatch and the Seafarer 30's spacious cockpit. Wide and curvaceous coamings, at left, provide plenty of room for sheet winches. From bow to stern, the Seafarer offers just enough teak accents, bottom photo, to keep most woodworkers feeling satisfied but not overworked.**

On deck

Except for a pair of 10-inch mooring cleats, their companion chocks, and a chain pipe leading below to a chain locker, the foredeck is clean and uncluttered. In spite of the outboard shrouds, comfortable maneuverability on deck is afforded by the teak-capped molded-in fiberglass toerail, the non-skid decking, and a generous 8 feet of dual teak handrails.

Complementing the large hatch that's located forward on the coachroof is a slightly smaller hatch situated just aft of the mast and flanked by a pair of Dorade vents. Originally, only two of the portlights were of the opening variety. Our review boat was upgraded and now all portlights open. There is sufficient brightwork present to accent the boat, including teak ribbing on the companionway's sliding hatch. Unfortunately, the sliding hatch does not incorporate a seahood. One could easily be added.

A pair of midships cleats and chocks, along with a pair of stern mooring cleats, provide adequate tie-off points when docking. Stainless-steel bow and stern pulpits, a center-line swim ladder, stanchions, and dual lifelines complete the deck hardware.

The cockpit of the Seafarer 30 is 7 feet long. It's protected by coamings that are both high and wide. These not only help to keep the crew dry, they also offer good back support and a place on which to mount sail controls. Our review boat's coamings were each fitted with optional storage "cubbies." These are great for keeping small items confined and close at hand and are a good place to stuff headsail sheets to keep them from cluttering up the cockpit. There's a bridge deck and two large cockpit drains. Aft, port and starboard, are a pair of generous lockers. The starboard one houses the manual bilge pump. Beneath the helmsman's seat is the engine control panel, shorepower receptacle, the emergency tiller connection, and additional stowage. Wheel steering is standard, with throttle and transmission controls close at hand to starboard. Located in the cockpit sole, directly above the fuel tank, is the deck fuel fill.

Belowdecks

The V-berth is 6 feet long and almost 6 feet wide at the widest point. Beneath it and forward is the 42-gallon water tank. Also beneath the V-berth is a stowage locker to starboard and the holding tank to port. Ventilation and illumination are provided by the overhead hatch and a pair of opening portlights. At night, two 12-volt dome lights offer illumination. A folding door separates the V-berth from the head. The head, which spans the hull, contains a stainless-steel sink with vanity and a mirrored hanging locker to starboard; the toilet and a second hanging locker behind are to port.

Our review boat was fitted with a self-contained, recirculating marine toilet. This system uses wastewater, rather than seawater, for flushing and has no provision for overboard dumping. While this system may be loved by the U.S. Coast Guard, it contributes odors to a boat. A pair of opening ports allows for light and cross-ventilation in the head. A second set of folding doors, located between the head and the main cabin, establishes additional privacy and defines the shower area. Shower water drains to the bilge and is sent overboard by the automatic bilge pump.

Following aft are the opposing settee berths of the main cabin. The starboard settee is fixed, while the port one converts to a narrow double. Both measure 6 feet 5 inches long and have stowage beneath and behind. Outboard are covered lockers and overhead, 9 feet of handrail. The drop-leaf table folds up against the port bulkhead and conceals a spirits locker, stowage for glasses, plus additional fiddled shelving. An overhead hatch complements the four opening ports. At night, two 12-volt dome lights illuminate the main cabin. The woodwork is oiled Burmese teak. The sole is teak and holly. Headroom is 6 feet 2 inches.

The galley

Aft and to port is the L-shaped galley with its double stainless-steel sink, pressurized hot and cold water, and a two-burner pressurized alcohol stove. The galley has adequate stowage in the form of drawers, lockers, cubbies, and shelving. To starboard is the 150-pound capacity icebox, which doubles

as a chart table. Our review boat's icebox was converted to 12-volt refrigeration. The compact compressor was cleverly hidden in the outboard locker above the chart table.

Beneath the cockpit seats are a pair of large quarter berths. With this configuration, the boat can conceivably sleep seven. The diesel engine is situated between these berths. Farther aft is the 20-gallon fuel tank and the water heater. Both Yanmar and Westerbeke power plants were used as auxiliaries in Seafarer 30s. Our review boat was equipped with a raw-water-cooled Yanmar 2GM. This 15-hp engine is coupled to a 14-inch, two-bladed prop via a 2:1 reduction gear. It appears to be adequate under normal conditions but may be a bit underpowered in heavy seas.

Removing the companionway steps and the combination engine box cover/fiddled table exposes the engine and stuffing box. Access is excellent. There's a dual-battery electrical system with the fuse panel located above and to the right of the chart table and the battery switch situated at the base of the port quarter berth. All seacocks are bronze.

The rig

The Seafarer was originally available in a standard rig (412 square feet of sail area) or in a racing configuration with 521 square feet of sail area. Both were high-aspect-ratio, masthead-rigged sloops. Our review boat was equipped with the standard rig. Its mast is deck-stepped with a compression post beneath and has a bridge clearance of 40 feet 10 inches. It utilizes a single spreader with single upper and lower shrouds, as well as a backstay.

All halyards are external, lead aft, and terminate at one of the four Lewmar #7 single-speed winches located on the cabintop. There are two winches on either side of the companionway, at the aft edge of the cabin. Each has its own dedicated line stopper and cleat.

A pair of Lewmar #30 two-speed winches are located on the cockpit coamings, along with turning blocks and cleats. Our review boat was fitted with three sets of headsail tracks, a 10-foot section on the sidedeck, a 7-foot section on the toerail, and a short 3-foot track on the cockpit coaming. This allows for a variety of headsail configurations.

The boom of our 1981 review boat is of the roller reefing variety. This feature was dropped in later years and replaced by a standard boom with jiffy reefing. Sheeting is end-boom and connects to a traveler located on the bridge deck.

Under way

The Seafarer is a reasonably fast boat. She is initially tender but stiffens up as she approaches 20 degrees of heel. She has a small high-aspect ratio (3.25:1) main. The outboard location of the shrouds restricts the sheeting angle and the boat's ability to point.

Checklist

As is the case with any boat of this vintage, sound the deck, especially around deck fittings. Delamination of balsa-cored decks is a common problem and, if extensive, can be a dealbreaker. Over the years the original plastic-trimmed portlights can develop leaks and require rebedding. While not so much of a problem as a nuisance, be careful when fueling or checking the fuel level. Having the filler located on the cockpit sole is an invitation for water and debris to find their way into the fuel tank. If equipped with the recirculating marine head, odor problems may be noticeable. Corrective actions include

The cozy interior on *Blenheim*, at left, and the excellent engine access below. *Blenheim* has received a number of modifications over the years: opening ports throughout, storage cubbies in the cockpit coamings, a recirculating marine toilet, and 12-volt refrigeration.

Seafarer history

In the late 1950s and early 1960s, Amsterdam Shipyard, Inc., of Holland produced three Philip Rhodes-designed sailboats for Seafarer Yachts in Huntington, New York. These original, Dutch-built Seafarers were the Swiftsure 33, the Ranger 28, and the Meridian 24.

In approximately 1965, Seafarer ceased all production abroad and relocated it to a new facility in Huntington. At about the same time or soon thereafter, Bill Tripp added two designs to the Seafarer line, a 31-footer and the Seafarer 39. However, during the 1970s, the majority of the designs came from the drawing boards of the design firm of Jim McCurdy and Bodie Rhodes, Phil's son. Even so, Seafarer didn't put all its eggs in one basket. Instead, the company introduced two Sparkman & Stephens-designed models, a 23- and a 48-footer. Additionally, Starling Burgess contributed the Atlantic, a redesigned 31-footer, to the Seafarer line. Seafarer's offerings were a varied lot and, in total, ranged from a 48-foot cruiser down to an 8-foot dinghy. Every model was available in kit form or as a finished product.

Seafarer Yachts ceased production in 1985, having succumbed to the combined pressures of an economic recession, escalating raw-material costs and competition. Relative to other sailboat manufacturers, Seafarer Yachts was not huge nor did they produce large numbers of boats. Unfortunately, there are no surviving records for their 20-year U.S. production history.

Resources

Seafarer Owners website
<http://www.seafareryachts.net>

Seafarer Research Center
<http://www.seafarer-research-center.com/seafarer.html>

replacing the hoses and/or converting to a seawater flush. If the engine is raw-water-cooled, run it under load and monitor the operating temperature. The lead keel is encapsulated. Check out the leading edge and determine if the boat has suffered a severe grounding. Damaged or even repaired fiberglass in this area can mean that water has intruded and can lead to problems.

Summing up

The Seafarer is a conservatively designed performance cruiser. Her looks have staying power. She's a big boat inside with many creature comforts. If she's guilty of one thing, it's being "over-berthed." She'll perform well around the marks on Wednesday night and comfortably carry a family on a weeklong cruise. Remember that Seafarer Yachts went out of business 20 years ago so there's no support other than dedicated Seafarer owners. If you're looking to buy, expect to pay around $17,000 to $24,000.

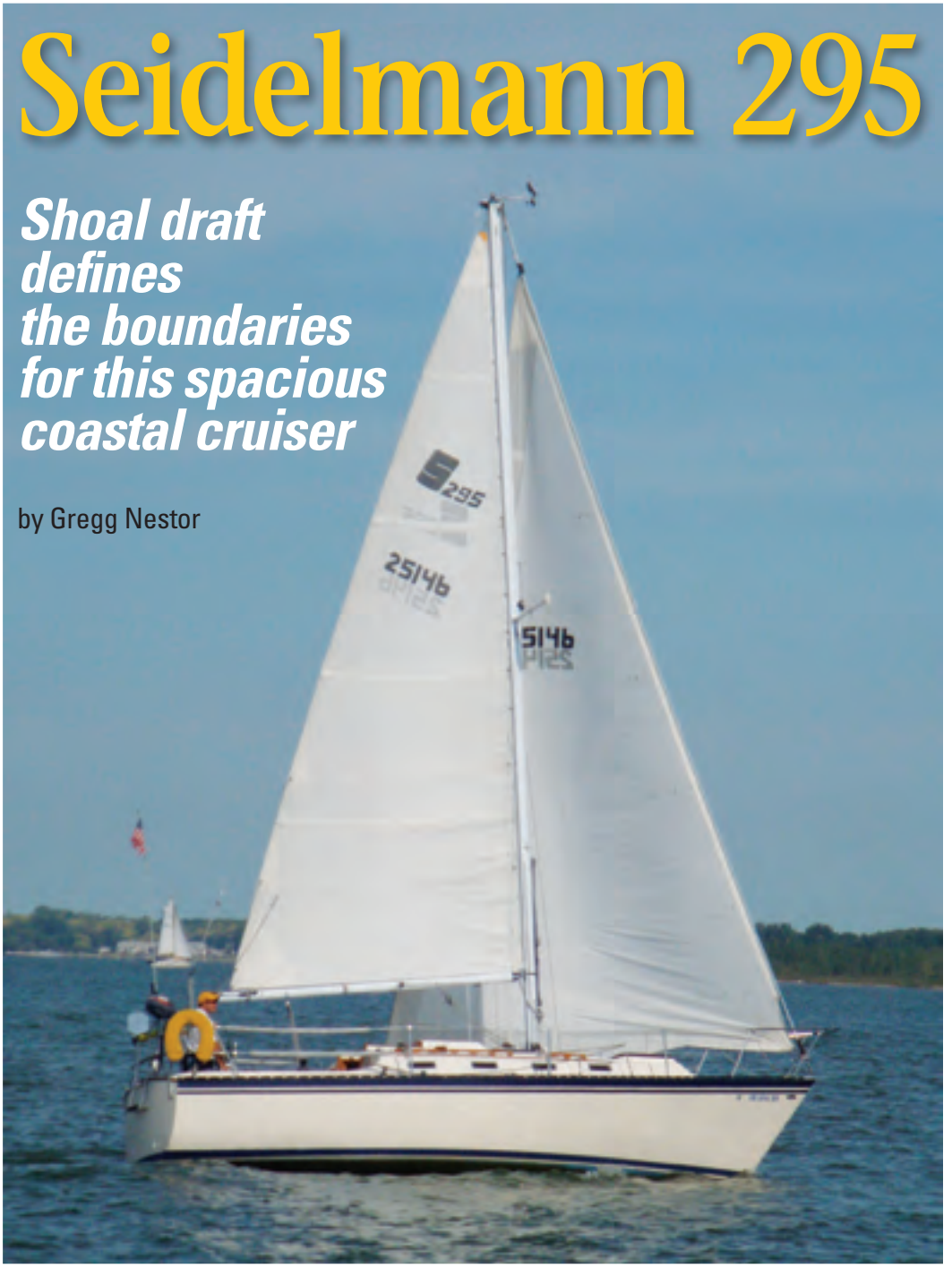
Seafarer 30

Designer: J. McCurdy and B. Rhodes
LOA: 29 feet 11 inches
LWL: 25 feet 7 inches
Beam: 10 feet 0 inches
Draft: 4 feet 9 inches/3 feet 6 inches
Displ: 8,600 pounds/7,500 pounds
Ballast: 3,450 pounds
Sail area: 486 square feet (521 race)
Headroom: 6 feet 2 inches

Seidelmann 295

Shoal draft defines the boundaries for this spacious coastal cruiser

by Gregg Nestor



For Thomas and Rebecca Maund, their Seidelmann 295, *Windquest*, is an effective Great Lakes cruising boat.

J. Robert (Bob) Seidelmann was recognized as a champion one-design sailor and won top honors in Lightnings, Comets, Dusters, and several other classes. In 1961, along with his father, he founded Seidelmann Sails in New Jersey. Boats with their sails soon began garnering national and world championships in numerous classes ranging from Penguins to E-Scows.

After a decade or more of sailmaking, Bob started Seidelmann Yachts. He had studied engineering at the Drexel Institute of Technology and was an accomplished composites engineer. In fact, he designed and manufactured all of the fiberglass tooling for his Berlin, New Jersey, manufacturing facility. Most of his boats were of his own design and ranged in size from 24 to 37 feet. Initially, Bob concentrated on producing boats for racing. These early boats were of sound construction, did acceptably well on the racecourse, but were tender. He expanded the line rather quickly and with this growth the quality seemed to suffer. Seidelmanns developed a poor reputation, which tends to limit resale value, even if a boat is in premium condition. However, our review boat, *Windquest*, a 1986 Seidelmann 295 owned by Thomas and Rebecca Maund of Sullivan, Ohio, seems to contradict this impression and appeared reasonably well-built.

Seidelmann Yachts acquired Pacemaker Yachts, a powerboat builder, around 1984. Bob immediately redirected his focus and began building powerboats under the Pacemaker name. The last Seidelmann sailboat left the factory in 1986. The production of power-boats continued until the fall of 1992, at which time the family business closed. During the course of his career, Bob Seidelmann built over 1,700 boats. He passed away in 2004.

Design

Introduced in 1982, and in production until 1986, the Seidelmann 295 was the last sailboat design to come from Seidelmann Yachts. While most of the early boats were developed with racing in mind, the 295 was conceived, designed, and marketed as a cruiser.

The Seidelmann 295 has a strong sheer, raked bow with long overhang, and a traditional counter transom. Unfortunately, the boat's generous

A factory option was to have the shorepower connection, the waste-discharge port, and the water-tank fill fitted in the anchor well, at left above. The short cockpit seats can be extended by inserting boards aft, though this restricts movement around the pedestal, at right above.

freeboard often dominates other design elements.

To offset the boat's high topsides, Bob drew a long, low, cambered coachroof. With more than 6 feet of headroom, and the boat's 10-foot 2-inch beam and full midsection, the interior is spacious. Carrying the beam well aft led to flatter hull sections. This can result in higher speeds off the wind but also means the boat will have more of a tendency to round up and be more likely to pound than one with more deadrise.

The transom-hung rudder and fin keel with centerboard give the boat plenty of maneuverability. While the 3-foot 3-inch shoal-draft keel allows the 295 access to shallow water, dropping the centerboard improves windward performance.

Construction

The hull of the Seidelmann 295 is a solid hand-laid fiberglass laminate. The deck is also hand-laid fiberglass (with all horizontal areas cored with end-grain balsa) and has an effective molded-in non-skid. The hull-to-deck joint is an inward-facing flange arrangement, bedded in butyl rubber and chemically bonded with a urethane adhesive. It's also through-bolted with stainless-steel bolts that secure a T-shaped black-anodized aluminum toerail. Seidelmann finished the hull with a boot top and sheer stripe painted with linear polyurethane.

The cast-lead shoal-draft keel incorporates a recess that houses the non-weighted, fiberglass centerboard. It's attached to the hull with stainless-steel bolts and bedded in epoxy. The rudder is hand-laid fiberglass.

Unlike many of its contemporaries, the Seidelmann 295 is not constructed with an internal fiberglass pan or liner. Rather, the boat's interior is "stick-built" using solid teak and marine-grade plywood faced with teak veneer or an off-white plastic laminate. In the accommodations, the overhead and hull are covered with padded vinyl. All of the bulkheads are single-tabbed to both the hull and the deck. The quality of the joiner work in *Windquest* was above average.

All of the deck hardware is of good quality and properly through-bolted to backing plates. There are proper seacocks and double hose clamps on all below-waterline through-hulls.

Deck features

A pair of 8-inch cleats and their accompanying chocks are fitted on the foredeck, which is also furnished with a voluminous anchor locker. As a factory option, our review boat's shorepower inlet, potable water fill, and waste pump-out were installed inside this locker instead of at various locations on the deck.

A stout stainless-steel bow pulpit and dual lifelines secure the deck's perimeter. The sidedecks are 18 inches wide and, with their molded-in nonskid, make for easy and reasonably safe movement from cockpit to foredeck.

On the cabintop forward is a large 25 x 25-inch acrylic hatch and, aft of it, a smaller 20 x 20-inch hatch over the saloon. Originally, a pair of cowl vents was fitted between the two hatches. On our review boat, these vents had long ago been removed and replaced with watertight deck plates. A fiberglass sea hood covers the companionway slide and four sections of teak handrail add to security.

The Seidelmann 295 originally left the factory with nine fixed portlights, eight on the cabin trunk and the ninth serving the quarter berth. As a factory option, our review boat was fitted with all opening portlights.

The cockpit is T-shaped and comfortable. Access to the steering gear is gained under the humped helm seat. Forward is a 16-inch-deep bridge deck; aft, a pair of 1½-inch scuppers provide drainage. A shallow locker is located beneath the starboard seat. The cockpit seats measure only 44 inches in length. With the addition of wooden leaves to span a portion of the cockpit's T, their lengths can be increased to more than 6 feet, but this restricts access around the steering pedestal. The coamings are 12 inches high and house a pair of cubbies, the engine controls, and a manual bilge pump. A pair of 8-inch mooring cleats is mounted aft. The centerline swim ladder is a separate structure. Using it requires climbing over the stern pulpit, which is awkward.

All of the exterior wood is teak and consists only of the four handrails, the hatch boards, and an eyebrow trim over the cabin's portlights. This small amount of brightwork makes for minimal maintenance.

Accommodations

The layout of the Seidelmann 295's accommodations is very straightforward,

The galley is typical of a boat of this size and vintage but has lots of stowage spaces, at left above. A portable cooktop can be set on the counter. The saloon is functional and takes advantage of the boat's high freeboard to provide generous sitting headroom, at right above.

with a couple of subtle twists. Forward is the traditional V-berth, above which are port and starboard shelves with integral handholds. A simple curtain provides a little privacy.

Directly aft of the V-berth is the head compartment. To port is a centerline-facing toilet and hanging locker and to starboard a vanity with a stainless-steel sink. A fiberglass shower base in the passageway completes the suite. Gray water from the shower drains to the bilge and head waste is stored in a large polyethylene holding tank located beneath the V-berth. A foot pump was standard equipment and delivered cold water to the sink. Our review boat was upgraded at the factory with pressurized hot and cold water. Potable water capacity is 30 gallons.

A solid teak door separates the V-berth and head compartments from the saloon and is flanked on either side by plywood bulkheads covered in a white plastic laminate and trimmed with solid teak. The saloon has opposing settees with a bulkhead-mounted table to port and stowage cabinets and bookshelves above and outboard. On the bulkhead, behind the table, is a series of shelves. Only the port settee is long enough to be used as an adult-sized berth. Normally it's a single, but it can be quickly converted to a double. The starboard settee is only 48 inches long and can possibly function as a small child's berth. Stowage is available beneath the starboard settee; the water tank and a pair of batteries are housed beneath the port settee.

Aft and to starboard, the L-shaped galley is fitted with a single stainless-steel sink, a 7-cubic-foot icebox with a manual pump-out draining to the sink, a dedicated trash bin, a compartment for a cooktop or stove, and several cabinets and cubbies. Because of the galley's configuration, a portion of the countertop serves as one of the companionway steps.

Headroom is 6 feet 3 inches. The sole is teak and holly.

Aft of the port settee is the narrow opening to a rather unusual quarter berth. When used fore and aft, as a conventional single berth, it has the potential for a decent sea berth and leaves a cavernous stowage area available to starboard, beneath the cockpit sole. The berth can also be used for sleeping athwartships. While a tad claustrophobic, this does make it a reasonably sized double, although it would work best when dockside or at anchor.

Seidelmann 295

Designer: Bob Seidelmann
LOA: 29 feet 5 inches
LWL: 24 feet 5 inches
Beam: 10 feet 2 inches
Draft (centerboard up): 3 feet 3 inches
(centerboard down): 6 feet 2 inches
Displacement (outboard): 7,200 pounds
(inboard): 7,400 pounds
Ballast: 3,200 pounds
Sail area: 408 square feet
Disp./LWL ratio (outboard/inboard): 22/27
Sail area/Disp. ratio
(outboard/inboard): 17.2/17.5
Water: 30 gallons

The rig

The Seidelmann 295 is rigged as a masthead sloop and has a sail area of 408 square feet. Both the mast and boom are aluminum extrusions from Kenyon Spars that have been painted white with linear polyurethane. The mast is stepped on deck and is fitted with a single set of airfoil spreaders. It's supported by a pair of cap shrouds, dual lower shrouds, a headstay, and a split backstay. The chainplates are mounted inboard and bolted to six structural members that include the forward bulkhead and wooden knees glassed to the hull. Underneath the mast is a stainless-steel compression post.

The mainsheet is attached near the end of the boom and leads to a traveler mounted on the bridge deck. The halyards, outhaul, and both jiffy-reefing lines are internal. All lines

are led aft to a pair of #16 Lewmar winches mounted aft on the cabintop. Genoa tracks on the sidedecks permit close sheeting of large headsails. Two #30 Lewmar two-speed self-tailing sheet winches are located on the cockpit coamings.

Under way

The Seidelmann 295 is a bit tender and heels readily. The boat does not point well, most likely because of its shoal keel. When beating to weather it also makes noticeable leeway. While performance is not its forte, according to Tom Maund, the boat can take weather quite well. The boat's best point of sail is off the wind, especially a broad reach.

Two options for auxiliary power were originally offered: a 10-hp outboard (and capacity for 6 gallons of fuel) and a 16-hp diesel inboard with a 12-gallon fuel tank. *Windquest* is powered by a Yanmar 2GM20F. Fair to good access can be had to the engine by removing the companionway stairs or an aft panel in the quarter berth. A pair of wooden bins mounted to the backside of the companionway stairs keep tools, oil, and routine spares close at hand.

Things to check out

As you would with any boat of this vintage, sound out the deck, especially around deck fittings. Delamination of balsa-cored decks is a common problem and, if extensive, can be a deal breaker. Check for compression damage beneath the deck-stepped mast. Remove the padded-vinyl panels and inspect the tabbing on the bulkheads and chainplates. These were originally single-tabbed and may require attention. Inspect the centerboard's mechanism and pendant. Repairs to these components are difficult if not impossible to accomplish once the boat is in the water.

Clever use of the inside of the companionway steps creates useful stowage space, at left above. The step unit can be detached to provide access to the engine, at right above.

Conclusion

The Seidelmann 295 is a roomy craft and might make for an inexpensive first cruising boat. Although it's the newest of the Seidelmann sailboats, it's still close to 25 years old. Add to this Seidelmann's so-so reputation and the prudent buyer will exercise caution before opening the checkbook.

Have the boat surveyed by a professional. If it's found to be in solid condition and you're pleased with its looks and the way it sails, that's what counts. Asking prices range from a low of $9,000 for an outboard model to a high of $13,000 for one equipped with a diesel. Many owners of Seidelmanns of all sizes have posted information at the Seidelmann owners' website <www.seidelmann-owners.com>.

Gregg Nestor, a contributing editor with Good Old Boat, *has had a lifelong interest in all things aquatic. This past June, he and his wife, Joyce, took delivery of a 1994 Caliber 35 and spent the next two months refitting, upgrading, and addressing some neglected maintenance issues so they could go sailing.*

Two people can use the aft berth by sleeping athwartships, although space under the cockpit sole is tight, at left above. A large opening from the head compartment gives access to the V-berth — only a curtain provides any privacy, at right above.

Shearwater 28

Phil Bolger's take on a gunkholer is . . . different

by Allen Penticoff

Phil Bolger's small boat designs are quite unlike those of other designers. Not many builders would have the courage to put one into series production, but Bolger found a willing partner in Edey & Duff, which built his Dovekie and Shearwater 28. Our review boat, *True North*, is a Shearwater 28 owned by Nick and Gayle Scheuer of Rockford, Illinois, who have towed it to many great sailing destinations in the Midwest, East Coast, Canada, Texas Gulf Coast, and west coast of British Columbia.

Peter Duff and Mait Edey started out in 1968 building the Sam Crocker-designed Stone Horse in Peter's Mattapoisett, Massachusetts, backyard and living room. They went on to build 150 of the full-keel 23-foot cruisers and nearly 1,200 boats in all — from the tiny Fatty Knees dinghy to the Nathaniel Hereshoff-designed Doughdish, the Stuart Knockabout, and more recently, the handsome Joel White-penned Sakonnet 23 daysailer. In 1978 they introduced the Bolger-designed Dovekie, a 21.5-foot, 600-pound, extreme shoal-draft sailboat. The Shearwater 28 evolved from this design and E&D built 11 of them between 1985 and 1997. The partners sold the business to Tony Andersen (who owned three E&D boats) in 1987; in 2007, Harding Boat Works bought it from Tony's estate and continues to build boats in its Aucoot Cove facility under the name of Edey & Duff.

Design

The Shearwater 28 is a good example of Phil Bolger's "form follows function" design philosophy. Edey & Duff intended the Shearwater 28 to be a larger Dovekie. Both designs have kick-up rudders and twin retractable leeboards to get into the thinnest of waters and keep going to windward: 4 inches minimum draft for the Dovekie and 6 inches for the Shearwater 28. The hull form of the Shearwater 28 is more akin to a long canoe than a sailboat. The bottom is flat and turns sharply into flat topsides with no deadrise or rocker — not quite a sharpie but nearly so. The transom is heart-shaped and incorporates the engine mount. The shape gives a lot of initial or form stability but not a lot of ultimate stability. There is 660 pounds of water ballast or 600 pounds of lead (an option taken in half those built, including *True North*) to make the Shearwater 28 self-righting in a knockdown.

An unusual feature of both the Dovekie and the Shearwater 28 is a small bow centerboard. Originally installed to cure a lee helm problem with the Dovekie, the feature was retained in the Shearwater 28, where it is used for trimming and holding the bow into the wind, particularly in

Nick and Gayle Scheuer get a lot of use out of their Shearwater 28, *True North*. Here they are sailing on the wind with a reef in the jib and the windward leeboard raised.

The hatches are intended to eliminate walking on the deck; Gayle Scheuer emerges from the forward hatch, at left, to tend the mooring line at a raft-up. The stern of a Shearwater 28, at right, is a busy place, with outboard, fuel tank, boomkin, mizzen mast, mizzen sheet, main sheet, rudder, and control lines for the rudder's kick-up mechanism.

combination with the mizzen sail. Nick Scheuer removed the bow centerboard and trunk and glassed over the slot. Fellow owner Harry Mote, owner of the standard rig Shearwater 28, *Ardea*, ordered his built without the feature, finding it less useful than advertised and believing that it would hinder boat speed. Nick followed Harry's lead in adding 400 pounds of lead ballast to stiffen the boat.

Nick's boat is the only Shearwater rigged for headsails. The rest are considered cat yawls. The deck hatches provide access to running rigging on the mast and to ground tackle forward.

The Shearwater 28 has a sweeping sheerline at the hull-to-deck flange, and a dark hull shows it off very nicely against the straighter line of the flush deck. With a beam of 6 feet 6 inches and a weight of 1,200 pounds empty, the boat is well within legal trailering limits.

The hull and deck are a sturdy sandwich of ⅛-inch skins of unidirectional E glass and polyester resin either side of a ¾-inch Airex foam core. Together with additional flotation, the volume of the core makes the Shearwater 28 unsinkable. The bottom of the hull has extra laminations as the boat is designed and engineered to be beached and to sustain minimal damage from the occasional altercation with rocks.

The hull/deck joint has no mechanical fasteners; outward flanges on the hull and deck are stuck together with 3M 5200 and the joint is glassed over on the inside. This kind of outward-turned joint can be unkind to the topsides of other peoples' boats during a raft-up.

The rudder is wood encased in fiberglass. It retracts into a sturdy transom-hung fiberglass housing that serves as a short rudder even with the rudder blade fully raised. The aluminum mizzen mast attaches to the transom and the sail sheets to a boomkin clamped atop the stern.

Symmetrical wood and fiberglass leeboards give the boat a draft of 3 feet 4 inches when down. Weighted to drop, they can be set to varying depths with a stopper to hold the pendant. Nick and Harry modified their leeboards to provide a lifting foil, claiming better windward performance. Edey & Duff felt no such need, insisting that for maximum lift and resistance to leeway, both boards can be left down while sailing; they claimed the Shearwater 28 can be tacked through 84 degrees.

Shearwater 28

Designer: Philip Bolger
LOA: 28 feet 3 inches
LWL: 24 feet 9 inches
Beam: 6 feet 6 inches
Draft, board up: 6 inches
Draft, board down: 3 feet 4 inches
Displacement (light): 1,860 pounds
Ballast (water): 660 pounds
Sail area: 233 square feet
Disp./LWL ratio: 55
Sail area/disp. ratio: 24.6

On deck

Although Phil Bolger intended that the sails and ground tackle would be handled from the hatches, there are times when you need to walk on the cabintop. As there is no non-skid, you must take care when it's wet. A very large forward hatch lets you handle the ground tackle and docklines and, in the case of *True North*, the jib as well. Mid-deck is another large hatch intended to provide access to the mast. Both hatches have hinged, solid-fiberglass covers that can be removed quickly. The deck has two molded-in recesses to receive optional 30-watt solar panels.

Like the Dovekie, the Shearwater has a mid-cockpit fiberglass boom gallows to support the mast and sprit when lowered. This is useful for trailering, of course, but the spars can be easily lowered while under way, making it possible to pass beneath bridges with 6-foot or more clearance. The gallows/arch also serves as a foundation for a full-cockpit canvas enclosure that combines with the companionway dodger to make the cockpit an outdoor saloon.

A well aft accommodates a 10-hp outboard motor and its tank. The cockpit seats are exceptionally long and deep

Placing the portable toilet next to the galley is bad *feng shui*, but that's life aboard a camping cruiser. The molded fiberglass seat forward of the icebox is nicely contoured, at left. The interior is simple and utilitarian, but with the board folded down and the center cushion in place, a sailing couple has a comfy queen-sized berth, at right. Note the platform forward for standing on when handling the jib or ground tackle.

with high backs that make for comfortable sitting or sleeping. The self-draining cockpit is 8 feet 6 inches long by 52 to 58 inches wide with three lockers.

The footwell is just right for windward bracing and can be spanned with a filler board to make a queen-sized berth. The companionway has a very low sill and four weather boards. It's a handy spot to stand out of the breeze while sailing, with or without the dodger. There are no lifelines or pulpits.

Accommodations

Molded interior components line each side of the boat. They are stuck to the hull with 3M 5200 and pop riveted to the inner laminate of the sandwich hull. They incorporate the forward berth flats, a low, ergonomically shaped and quite comfy seat each side, a molded sink/galley/storage area on the port side, and an insulated non-draining icebox or optional 12-volt refrigerator on the starboard side.

Originally, four hinged, removable boards supported the 72 x 65-inch V-berth. Nick replaced these with a single reinforced plywood panel that makes going forward much easier. A small anchor locker below the forward hatch is accessible from the inside.

Two sliding drawers pull out into the cabin from under the cockpit seats, and there is some additional space below and forward of these drawers. Nick has located his portable toilet to starboard.

An electrical panel with circuit breakers and battery switch is to starboard on the bulkhead, while to port is a sort of medicine chest cabinet with a mirror. Headroom is only 49 inches under the companionway hatch and 46 inches at the galley. Crouching and crawling are necessary for getting about inside the cabin, but it has more than adequate storage for most gunkholing that a couple might undertake.

There is no ceiling or overhead cabin liner, just the painted hand-laid glass of the inside hull. With the three deck hatches open, the cabin is very light, fresh, and airy. Four screened opening ports provide good ventilation when the hatches are closed.

Rig

As unique as the hull is, the rig is equally uncommon on a boat of this size. The roachless main and mizzen are of a "leg o'mutton" style supported by an aluminum sprit in lieu of a boom. A "snotter" line at the forward end of the sprit acts as both outhaul and vang and is adjusted by moving it up and down the mast. Two reef points are provided on both sails. Depending on the boat, the sails may or may not have battens. Battened sails are furled conventionally, while those without battens furl to the mast.

The deck-stepped aluminum mast can be easily raised and lowered by one person. *True North* has upper shrouds and baby stays (for mast stepping), while the others in the fleet have only single shrouds. There are no spreaders or backstays and deadeyes, not turnbuckles, tension the shrouds. The sprit is well above anyone's head and much safer than a standard boom. There are no sheet winches for the mainsail or jib. Halyards and snotter controls are handled from the mid-hatch, except on *True North* where some lines have been led aft to the cockpit. In brochure photos of the Shearwater, no lines lead from the cockpit forward because of the cat rig. The mizzen's lines are on the mast and boomkin.

Depending on the tack, the sails may press up against the sprit, but owners say chafe is not a problem and performance is not affected. At only 29 square feet, the mizzen is not intended to provide much drive except off the wind. Its contribution is more for balance and as a steadying sail at anchor. The 204-square-foot mainsail of the cat yawl rig is sufficient to drive the long narrow hull. Edey & Duff literature states the Shearwater 28 has held up well in winds up to 35 knots.

Resources

Edey & Duff
www.edeyandduff.com

Shallow Water Sailors
Where most Edey & Duff Dovekie and Shearwater owners congregate
www.shallowwatersailor.us

Trailer Sailors Association
www.trailersailors.org

Philip Bolger
www.en.wikipedia.org/wiki/Phil_Bolger
www.hallman.org/bolger/BolgerBio.html

Let's go sailing

We sailed *True North* on a cold and dreary late-October day on Wisconsin's Lake Geneva. Nick said the Shearwater 28 will capsize if attention to placement of "bio ballast" is not taken seriously. I believe him.

The Shearwater 28 feels like steering an aircraft carrier — the view is long, wide, and flat. Turning is sluggish. On the plus side, pulling the line to extend the rudder to vertical took little effort and, as long as the rudder is properly secured down, the helm is light. The tiller is a short, solid, wooden affair that does not tilt up — a feature that would have been handy on several occasions. Steering from the helmsman's seat was a bit uncomfortable as the tiller was near shoulder level and there aren't many other places you can sit and still steer.

The mainsheet is attached to the rudder head and is held by non-removable belaying pins through the tiller. In steady or light air, the sheet can be tied off and left alone. In gusty conditions, however, the Shearwater 28 is tender, so we gave the mainsheet half a wrap around the tiller and held it by hand. The sheet ran easily when we needed to depower the rig. I felt weather helm as we sailed to windward, but we later realized that the rudder had been trailing partially up. Nick says the boat usually has a neutral to slightly lee helm that can be corrected with the mizzen. On the day of the test sail, the waves never got high enough to determine if the flat hull pounded in chop, as one might suspect.

With the breeze building, Nick felt we'd be safer if we reefed the main. This involved lowering the sail as normal and hooking the tack on the reef hook, but the sail had to be released at the clew and the sprit lowered to the gallows. The main flew like a flag while we rolled the foot up and secured it with many reef points. Nick then reattached the clew to the sprit, and pulled the snotter line tight, which raised the lightweight sprit and exerted outward tension on the sail. A separate outhaul line on the sprit can trim the sail as well. A reef in the jib also was an option.

As always seems to happen, as soon as we had reefed the main, the wind abated. We cruised comfortably past the elegant homes surrounded by muted fall colors. In the light air, we had to back the jib to come about.

A shift brought fresh wind and we broad reached back along the 10-mile length of the lake, with the leeboard pennant singing. *True North* tracked straight and true with good acceleration to what felt like 5 knots (Edey & Duff claims the Shearwater 28 is capable of 10 knots in heavy air). She probably could have done 7 knots with the genoa hanked on. Off the wind, steering from a perch on the aft cockpit coaming provided a great view and was easy and comfortable. The boom gallows didn't impair visibility nor was it in the way when we moved about in the cockpit.

Throughout our sail, the large hatches proved very handy. We could comfortably stand with our torsos protected from the cool breeze and be secure while working. The same was true of the forward hatch when we were docking or attending to the jib. The mid-cockpit gallows is another place to stand and feel secure.

Under power, Nick's Yamaha 9.9 high-thrust outboard gives powerboat-like handling. His ability to "slam on the brakes" as he approaches the dock and stops the boat is the envy of the marina.

Conclusion

All in all, the Shearwater 28 is a comfortable, capable boat that can explore very shoal areas few others can. For the Florida Keys and the backwaters of the Chesapeake Bay, it's ideal. Being light and shallow, it has limitations in open water, so you have to bear that in mind when deciding on where you want to go sailing.

Finding a Shearwater 28 for sale is a matter of being in the right place at the right time. As of this writing, none were listed for sale on the Internet. According to Nick and Harry, selling prices in the last 10 years have been between $12,000 and $18,000. Edey & Duff still has the molds and might build you a new one if you can afford it. However, there are other boats out there designed by Phil Bolger that embody his design philosophy: keep it simple to construct, simple to sail, and efficient under sail or power.

Allen Penticoff is a freelance writer, sailor, and longtime aviator. He has trailer-sailed on every Great Lake and on many inland waters and has had keelboat adventures on fresh and salt water. He presently owns three sailboats: an American 14.5, a MacGregor 26D, and a 1955 Beister 42-foot steel cutter that he's restoring.

The mast can be lowered under way, to duck under a bridge. The procedure is even easier on land and can be done by one person, but two always helps, at left. *True North* motoring toward the beach with her dinghy, *Due South*, near the shore of Kentucky Lake, at right.

Tartan 28

This racer/cruiser is the real deal

by Gregg Nestor

Tartans of the 1980s were popular among the racing crowd. The black sails on *Finnair*, Tartan 28 hull number 104, suggest that her owner, John Ollila of Mentor, Ohio, likes to keep her competitive today.

In 1971, the Grand River, Ohio, premises of the Douglas & McLeod Plastic Corporation, builder of the legendary Tartan 27, burned to the ground. The following year, Ray McLeod, Sr., died of cancer. It was at this juncture that Ray's partner, Charlie Britton, purchased the assets or, should I say, ashes of the former Douglas & McLeod Plastic Corporation. He changed the company's name to Tartan Marine and concentrated on producing a line of auxiliary sailboats.

While Charlie continued to build the highly successful Tartan 27 and Tartan 34C, he also expanded the line to include boats ranging from 26 to 48 feet. During the decade of the 1970s, the company built 10 different models, all exhibiting the classic good looks typical of Sparkman & Stephens designs.

After a decade at the helm, Charlie sold Tartan Marine to the partnership of James Briggs and John Richards. It was after this change in ownership that the Tartan 28 was introduced.

In the years that followed, the company changed hands several more times. In 1996, its production facility was relocated across the river to Fairport Harbor, Ohio, and in 1997, Tartan acquired the assets of C&C Yachts. Today, Tartan Yachts builds about 100 boats per year, all of which are designed by Tim Jackett, president and chief designer.

Design

The popularity of the International Offshore Rule (IOR) was waning when the Sparkman & Stephens-designed Tartan 28 was introduced in 1984. This is of some interest, since the famed naval architect Olin Stephens was instrumental in developing the IOR, which had a dramatic influence on yacht design from about 1968 to the late 1980s.

The influence of the IOR, which designers exploited by giving hulls pinched ends and tumblehome in the topsides, is clearly evident in the Tartan 28's sharp entry and full midsections. However, the boat's after sections are wider and flatter than the earlier IOR archetype that would normally have a very narrow stern.

The Tartan 28 is a racer/cruiser and was the direct replacement for the aging Tartan 27. It was in production for six years, and 136 were built. In 1990, the boat was redesigned and designated the Tartan Piper 28. The major difference between the two is that the Piper version is lighter by about 1,000 pounds. Most of the weight reduction came from switching from a fin keel to a beavertail design (a fin with a large ballast bulb that gave it a shape similar to a beaver's tail). This decreased the boat's draft to 3 feet 11 inches. The rig also was shortened, reducing the sail area to about 385 square feet, and the boat's rudder was slightly enlarged. The "Piperized" version of the Tartan 28 continued in production until 1994.

Construction

According to Art Averell, Tartan's aftermarket sales manager, the Tartan 28 was built "like a tank." The majority of the hull above and below the waterline is solid fiberglass and is hand laid-up with mat and unidirectional rovings. Those areas of the hull above the waterline from the forward bulkhead to the stem are cored with a combination of end-grain balsa and Coremat. Coremat is the trade name for a microsphere-filled, random-laid, chopped-fiber polyester fabric that, because of its good conformability, is used as a bulking and print-control mat and is ideal for adding stiffness to laminates. The boat's gelcoat is NPG/ISO polyester resin. It's backed by vinylester resin for blister and chemical resistance.

The deck is a hand-laid, balsa-cored laminate with a non-skid pattern molded into all horizontal surfaces. In high-stress areas, such as beneath mooring cleats and winches, the balsa core is replaced with reinforcements of solid fiberglass.

The Tartan 28's deck lands on an inward-facing flange on the hull. This lap joint is bedded with butyl rubber. Beneath it is a ¼-inch aluminum backing plate through which the joint, along with the slotted aluminum toerail, is bolted every 4 inches with ¼-inch stainless-steel bolts.

In the hull, a molded liner or pan forms an integrated floor-timber structure that provides strength and rigidity. There's also an overhead liner. In the saloon, this liner has removable panels with teak battens hiding the seams.

The standard keel for the Tartan 28 is a fin that gives the boat a draft of 4-foot-11-inches. This external ballast, comprised of 3,200 pounds of cast lead alloyed with antimony, is fastened to the hull with stainless-steel keel bolts, faired with epoxy and microballoons,

and finished with an epoxy coating. Other keels include an optional Scheel keel and the Piper's beavertail, both drawing 3 feet 11 inches. Completing the underwater picture is a balanced spade rudder. The Tartan 28's standard underwater configuration gives the boat a displacement/LWL ratio of 265 and a ballast/displacement ratio of 43 percent.

All deck hardware is of good quality and is through-bolted with appropriate backing plates. All through-hulls below the waterline are fitted with stainless-steel-and-bronze ball valves.

Deck features

Slotted aluminum toerails run the full length of the boat and terminate at hefty mooring cleats forward and aft (midships cleats were an option). The boat's perimeter is secured by double-rail bow and stern pulpits and through-bolted stanchions supporting ⅜-inch vinyl-coated lifelines.

Wide sidedecks, shrouds attached to inboard chainplates, and the absence of a foredeck anchor locker allow reasonably unobstructed movement on deck. The coachroof features eight 5 x 15-inch opening portlights with screens, a molded-in sea hood, and two pairs of teak grabrails. Just forward of it is a 19-inch-square aluminum-framed hatch.

The Tartan 28's modified T-shaped cockpit is 7 feet long. Standard steering gear is a varnished ash and

The cockpit, top left, is straightforward and clean, with seats long enough to lie down on, tiller steering standard, and a mechanical backstay adjuster. Halyards are led aft through turning blocks and a sea hood protects the forward side of the companionway hatch, top right. In the forward cabin, an insert cushion completes the V-berth, at right. Like the rest of the interior, the head is nicely trimmed in oiled teak, far right.

This view from the companionway shows the bulkhead-mounted table set up for use, at left. The U-shaped galley is quite complete for a 28-footer with stovetop, sink, icebox, and more-than-expected stowage, at right. High-quality joinerwork is evident throughout the boat.

mahogany laminated tiller. A pedestal with a 28-inch wheel was optional. The cockpit coamings are reasonably high and, along with the seat bottoms, are properly sloped and comfortable. Beneath the port seat is a cavernous sail locker and farther aft is the panel and controls for the engine. Water drains through a pair of 2-inch cockpit scuppers. A manual bilge pump is fitted within easy reach of the helm.

Belowdecks

Even though the cabin layout of the Tartan 28 is predictable, its all-teak interior and cabinet joinery is impressive and exudes a salty charm.

With its insert in place, the V-berth forms a reasonably comfortable double. Beneath it is stowage and a 14-gallon holding tank. Following aft is a hanging locker with a bureau to port and the head compartment to starboard. A louvered door encloses the locker; a solid wooden door creates privacy in the head. The head is fitted with a marine toilet, a counter-molded sink with a freshwater foot pump, and a fair amount of stowage. Hot and cold pressurized water and a shower were options.

In the saloon, opposing settees face a bulkhead-mounted drop-leaf table. The short port settee, while designed mainly for seating, can be employed as a child's single berth. Sliding out the lower portion of the starboard settee converts it to a double. Its padded seatback can be repositioned to function as a padded leeboard. Over the starboard settee there's a bookshelf, and a fold-down navigation station with additional storage is fitted above the port one. The 17-gallon aluminum fuel tank is housed beneath the port settee and the 30-gallon polyethylene water tank beneath the starboard settee.

The U-shaped galley is aft and to port. It includes a 4-cubic-foot icebox, a two-burner gimbaled alcohol stovetop, and a single deep stainless-steel sink with a foot pump for fresh water. When the cooktop's cutting board is in place, counter space improves from adequate to good. Stowage for provisions and galley utensils is convenient and plentiful. Mechanical refrigeration, hot and cold pressurized water, and a CNG stove with oven were optional.

Aft on the starboard side is a large quarter berth with stowage below. Removing the quarter berth's inboard panel gives access to the propeller shaft and packing gland.

The sole is teak and holly, and all the cabin woodwork is finished in hand-rubbed oil. This includes the two pairs of teak handrails that are mounted at shoulder/deck height. Headroom is a comfortable 6 feet 1 inch.

The rig

The Tartan 28 is a masthead sloop; the keel-stepped mast has a bridge clearance of 42 feet. All standing rigging is 1 x 19 stainless-steel wire and consists of a headstay, a split backstay with four-part tackle, a pair of cap shrouds, and a single pair of lowers. There's also a baby stay, which is an effective aid in bending the double-airfoil-spreader mast for racing or for getting the best performance while cruising. Sail area of 408 square feet gives a sporty 17.1 sail area/displacement ratio.

A removable panel inboard of the quarter berth on the starboard side gives access to the propeller shaft and packing gland, right. The companionway and engine box can be removed to reveal the engine and its service points, far right.

The port-side saloon settee is short, to allow room for the galley. Above the settee, the outboard locker door swings down to become a chart table. The fiddled shelf holds the navigator's tools and John Ollila has installed a VHF radio in the locker. The switch panel is forward of this nav center.

All halyards (main, genoa, and spinnaker) are internal, meaning they run through sheaves inside the mast. Sail controls are led aft through line stoppers positioned forward of two Barient #18 winches mounted aft on the cabintop. This convenient arrangement allows the crew to stay in the cockpit most of the time.

Headsail sheets can be led aft through tracks with cars mounted on the sidedecks or through toerail-mounted snatch blocks. Once the sheets have been properly directed aft, Barient #22 self-tailing winches are used to trim them. These winches are positioned outboard of the coamings within easy reach of the helm. The ratcheting 5:1 mainsheet terminates at a Lewmar traveler situated on a narrow ledge just aft of the companionway.

All running rigging is double-braided polyester, stainless-steel, or pre-stretched polyester where appropriate. Hardware is brand-name and adequately sized.

Under way

The Tartan 28 is a well-behaved racer/cruiser. It performs well to weather and its upwind ability increases as the wind picks up. Its refined underwater shape makes the boat easy to steer and very maneuverable. The hull's wide and flat aft sections add to the boat's already formidable stability.

At 174 seconds per mile, the Tartan 28's PHRF rating is the same as several fleets of J/27s and the largest fleet of C&C 27s in the country.

Auxiliary propulsion is a freshwater-cooled 18-hp Yanmar 2GM diesel. It's coupled to a ¾-inch stainless-steel shaft via a 2:1 reduction gear and turns a 12-inch, 2-bladed propeller. This package easily powers the boat. Access to the engine for routine maintenance and inspection is very good.

Tartan 28

Designer: Sparkman & Stephens
LOA: 28 feet 3 inches
LWL: 23 feet 3 inches
Beam: 9 feet 10 inches
Draft: 4 feet 11 inches
Displacement: 7,450 pounds
Ballast: 3,200 pounds
Sail area: 408 square feet
Disp./LWL ratio: 265
Sail area/disp. ratio: 17.1

Things to check out

Since the deck and the forward portions of the Tartan 28's hull are cored with balsa, it's important to have a professional surveyor determine if water has soaked the core or if the fiberglass skins have delaminated from the core. Potential areas of concern are around deck fittings, such as stanchions and cleats.

Examine the base of the mast below the cabin sole where it is supported by the keel and look for signs of corrosion.

Many Tartan 28s have been raced pretty hard. Look over both the standing and running rigging carefully. Pay particular attention to the turnbuckles and chainplates.

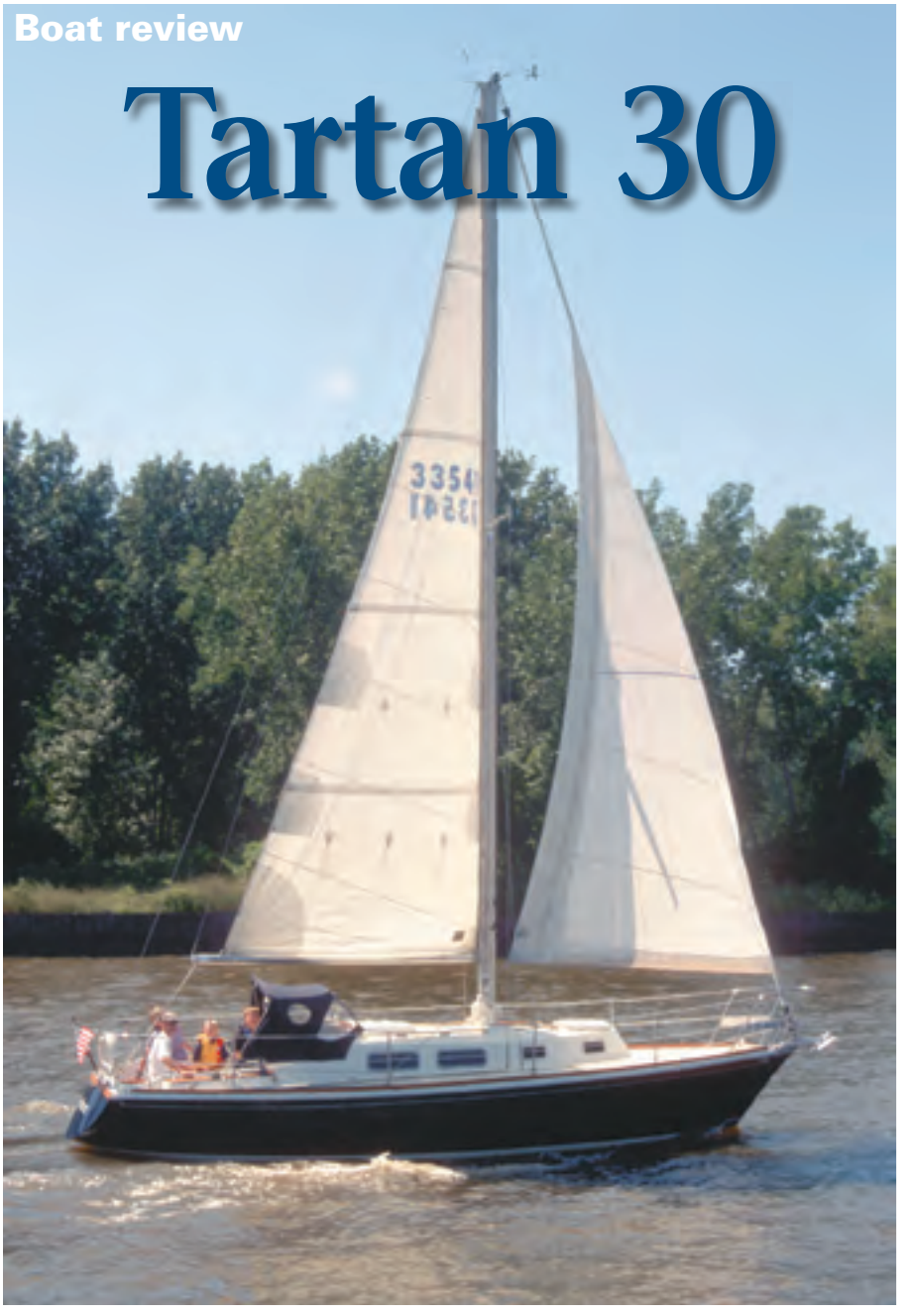
Because the engine control panel is mounted low in the cockpit, it's subject to physical and water damage. Check it out.

Conclusion

The Sparkman & Stephens pedigree is first-class, combining a fast and agile underbody with classic Tartan interior and exterior. The deck plan is efficient and amenities rival those of much larger yachts. The boat is a racer/cruiser, with the emphasis on "racer." Be prepared to pay $30,000 to $38,000 for a reasonably well equipped and maintained Tartan 28.

Gregg Nestor, a contributing editor with Good Old Boat, *has had a lifelong interest in all things aquatic. Having recently sold both their Pearson 28-2 and O'Day 222, Gregg and his wife, Joyce, find themselves boatless. They are currently searching for that perfect good old boat. Gregg's third book,* The Trailer Sailer Owner's Manual: Buy-Outfit-Trail-Maintain, *was released in 2009.*

Tartan 30



Prudent, a 1979 Tartan 30, owned by Mark and Joan Girton, sails the light fantastic.

A pedigreed and still-successful racer/cruiser from the 1970s

by Gregg Nestor

Douglass & McLeod, Inc. of Grand River, Ohio, was the partnership formed by Gordon (Sandy) Douglass and Raymond McLeod Sr. in the late 1940s. It was also the seed organization that has blossomed into what we know today as Tartan Yachts, located across the Grand River in Fairport Harbor, Ohio. Originally, Ray McLeod was a marina owner and builder of wooden commercial fishing boats, while Sandy Douglass was the designer and fabricator of small plywood sailboats, including the Scotsman, International 14, and Thistle. Under their combined talents, they introduced the Great Lakes 21 (now known as the International 21) and the Highlander.

The partnership lasted about a decade. In 1957, Sandy was bought out and eventually went on to design and build the 19-foot Flying Scot. In the early 1960s there was considerable interest in and a switch to fiberglass. Another company was formed, Douglass & McLeod Plastic Corporation, as well as another partnership, this time with Charlie Britton, an experienced sailor with financial means. It was Charlie's involvement that led to Douglass & McLeod's switch to auxiliaries. The newly formed company commissioned naval architects Sparkman & Stephens to design the Tartan 27. Not only was the Tartan 27 Douglass & McLeod's first auxiliary, it was Sparkman & Stephens' first design for fiberglass. The boat was an instant success. In 1966, Douglass & McLeod introduced the Ted Hood-designed Blackwatch 37. Soon after came the Tartan 34, which began a long string of Sparkman & Stephens designs, including the Tartan 30. *(For more Tartan history, see the November 2003 issue of* Good Old Boat.*)*

Destroyed by fire

Shortly after the Tartan 30's introduction, fire destroyed the facility. And the following year, Ray McLeod Sr. died of cancer. Ray Jr., who had swept the floors when he joined the company in 1941 but who was now part-owner, soon sold his share of Douglass & McLeod Plastic Corporation to Charlie Britton, while retaining ownership of the original separate company, Douglass & McLeod, Inc. Douglass & McLeod Plastic Corporation, renamed Tartan Marine, continued to build progressively larger boats and successfully underwent several ownership changes, mergers, and bankruptcies. Today, it is a vibrant builder of quality sailboats under the Tartan and C&C nameplates. Ray McLeod Jr., under the Douglass & McLeod, Inc. name, continued to build the Thistle, Highlander, and the Sparkman & Stephens-designed D&M 22 for quite some time. He's no longer in the boatbuilding business and concentrates on his marina, winter storage, repair, and surveying business.

Introduced in 1971 by Douglass & McLeod Plastic, the Tartan 30 was produced until 1980, with a total of 602 boats being built. It is an excellent example of a solidly built 1970s raer/

cruiser. It has a length overall of 29 feet 11 inches, a waterline length of 24 feet 3 inches, a beam of 10 feet, a draft of 4 feet 11 inches, and a displacement of 8,750 pounds.

Design and construction

The design of the Tartan 30 was, in part, a response to the Midget Ocean Racing Club (MORC) rules. In the early 1970s this class was quite popular, and several production boats were designed to meet the 30-foot maximum length requirement. However, none was as striking nor has been as enduring as the Tartan 30. The exterior design is based on the traditional but features such contemporary touches as high topsides, a reverse transom, and the absence of large overhangs, giving her a long waterline relative to overall length.

The boat was built with heavy scantlings. The hull is hand-laid and comprises woven roving and mat fiberglass. The deck of the Tartan 30 is balsa-cored and joined to the hull on an outward flange, which is protected by the rubrail. Under water there is a relatively short fin keel and a tiller-controlled, skeg-mounted rudder.

On deck

With the forward hatch located on the turtle-shell-shaped cabintop, the foredeck is clutter-free and makes a good working platform for the crew. The stem is capped with an aluminum stemhead fitting and is flanked by a pair of cleats and pair of chocks. There's a non-skid deck surface, teak toerail, a bow pulpit, and dual lifelines for safety. The sidedecks are a generous 20 inches wide, although they are a bit obstructed by the chainplates.

Forward, on the cabintop, there is

At the dock, head-on, above. Cabintop, looking aft, starboard side, below left. Cockpit, below right.

an opaque, fiberglass hatch. Abaft the hatch and on either side of the cabintop is a short section of teak handrail, followed by a Dorade vent, which is followed by a long section of teak handrail. Inboard and adjacent to the port Dorade vent is the engine blower exhaust port. The sliding companionway hatch is fitted with a proper sea hood, and the aft cabintop has been sculpted to accommodate a dodger.

The cockpit features a pair of aft sail bins with teak tops. While their openings are small, both bins are quite deep. The port bin also houses the engine instrument panel, while the speed and transmission controls are located on the starboard side of the cockpit. Also on the starboard side, but forward, is cockpit access to the galley's icebox. The teak-capped coamings are straight and offer good back support. Surprisingly, there is no bridge deck to protect the cabin from water cascading from a pooped cockpit. With the Tartan being tiller-controlled and the mainsheet traveler on the transom, the cockpit is clutter-free. A manual bilge pump is located on the starboard portion of the transom. A stern pulpit has a centerline swim ladder and a pair of cleats and associated chocks.

Belowdecks

Below, even with standing headroom taller than 6 feet, the accommodations can be considered a bit cramped. The V-berth's measurements of 76 inches long by 72 inches wide (with insert) may sound adequate; however, the sharpness of the bow reduces its maximum width rapidly. Stowage and a holding tank are beneath, with fiddled shelves above and outboard. Overhead is the forward hatch and to each side is an opening port. A pair of reading lamps light up the area at night. Directly abaft and to port is the head compartment. This challenging space contains a single stainless-steel sink, a hand-held shower that drains to the bilge, a head, and a couple of lockers with louvered doors. The door to the head also swings across the passageway to provide the V-berth with privacy. For ventilation and light there are a Dorade vent and an opening port. Across from the head compartment is a hanging locker with shelf above, as well as another opening port and Dorade.

Moving aft, the passageway is offset slightly to starboard due to the amidship placement of the engine. This also complicates the main saloon's accommodations. The Tartan 30 was available in two layouts, one with the

galley amidships along the starboard side and the other with an aft galley to starboard. The first layout provides for a pair of quarter berths, while the second leaves room for a starboard settee/berth. In either case, the port settee/berth/dinette is L-shaped (the small part of the L housing the engine) and converts into a double. When not in use, the pedestal table is stowed in a handy bracket that's located overhead of the port quarter berth. Our review boat was configured with the aft galley layout. Its starboard settee/berth is 72 inches long, its port settee/berth is 78 inches long, and its quarter berth is cavernous, especially since the one on our review boat has been extended beneath the cockpit sole by the current owner and now bisects the large open stowage area common to both layouts.

More stowage

Above the settees are full-length lockers with sliding doors. Additional stowage can been found beneath and behind the settees. There is stowage beneath the quarter berth plus a full-length shelf and a pair of shallow lockers outboard. Four large fixed ports plus three reading lamps illuminate the main saloon. The quarter berth has its own reading lamp. The AC/DC fuse panel is located on the aft bulkhead, on the port side, just above the quarter berth.

The starboard aft galley is adequate for a boat of this size. It has a double stainless-steel sink (pressurized hot and cold water has been added to the review boat); a pressurized alcohol two-burner stovetop; a side-opening icebox that extends beneath the starboard cockpit seat, with cockpit access; a couple of drawers; three lockers with doors; and a dry stowage bin.

The interior is painted and accented with teak and teak-veneered plywood. The cabin sole is also teak (earlier models had a cork sole). There are four teak handrails overhead in the saloon.

The rig

The rig, as designed by Sparkman & Stephens is practically indestructible. It is a single-spreader, keel-stepped, masthead sloop, with a fairly high-aspect ratio. Total sail area is 449 square feet. The standing rigging comprises a headstay, upper and lower shrouds, and a single backstay. All spars are anodized aluminum. The halyards are double-braided polyester, internal, and their winches and cleats are located on the mast. Performing the work on our review boat was a pair of Lewmar #8 single-speed winches.

Headsail sheets are led aft through cars on the almost 10 feet of genoa track situated on each sidedeck. Our

Starboard settee/berth, above left. Head compartment, center. Quarter berth and AC/DC fuse panel, above right. Aft galley, below left. Main saloon with custom snack table, below right.

The Atomic 4, at left, has marvelous access in the cabin amidships under the short piece of the L-shaped settee. The Tartan builder's plate, above. The Tartan 30 under sail, below left.

review boat was equipped with two additional 6-foot tracks located on the toerails to port and starboard. The headsail's winches and cleats are located on the cockpit coamings. On our review boat a pair of Barient #21, two-speed, self-tailing winches and 6-inch cleats easily handled the task.

The mainsail is equipped with jiffy reefing. Our review boat had two reef points. For control, end-boom sheeting is led to a traveler on the transom.

The Atomic 4 was the original auxiliary power plant used in the Tartan 30 and most of the boats were equipped that way. However, by the mid-1970s, the two-cylinder Farymann diesel was being offered as an option. Regardless of the make, the engine is located amidships and is offset a few degrees, positioning the propeller in a nearly ideal position. Access for maintenance is excellent.

Under way

The Tartan 30 sails well. In moderate-to-heavy air, it's at its best. Light air is not to its liking. It would benefit from a large genoa (larger than 150 percent) and the optional tall rig. To windward it is stable and downwind it's reasonably comfortable. On a reach the boat can develop significant weather helm, depending upon conditions. It can be a wet boat, above and belowdecks. The quarter berths and aft galley are vulnerable to spray; without a bridge deck, the low companionway sill allows water from a flooded cockpit to pour below.

Things to check out

Common to all boats with a balsa-cored deck is the potential for delamination. Check carefully around the chainplates, as they are prone to leaking. Gelcoat crazing is common on the Tartan 30. Many boats have undergone some form of fairing and painting to minimize this cosmetic flaw. With the mast being keel-stepped, examine the mast butt and step for signs of corrosion. While in the bilge, check out the support timbers, especially fore and aft of the keel. While rot is easily uncovered, weakening due to groundings may not be as readily apparent. Take your time. Have a mechanic look over the Atomic 4. If the boat is equipped with a Farymann, do the same, and remember that parts for it are less common and more expensive.

Summing up

The Tartan 30 is an attractive-looking and solid boat. It sails very well as a cruiser and is a competitive racer. Its rig is almost bulletproof.

With such a long production run, there are always several boats on the market from which to choose. Originally, a 1971 Tartan 30 sold for $17,700. Prices today range from $12,000 to $24,000, with the high teens being common for a mid- to late-1970s vintage boat.

Tartan 30

Designer: Sparkman & Stephens
LOA: 29 feet 11 inches
LWL: 24 feet 3 inches
Beam: 10 feet 0 inches
Draft: 4 feet 11 inches
Displacement: 8,750 pounds
Sail area: 449 square feet

Tartan 3000

Duet III, Bob Hasewinkle and Jeanne O'Connell's Tartan 3000, shows off lines that, even after 27 years, are still fresh looking.

A well-built racer/cruiser with emphasis on racer

by Paul Ring

On August 29, 2005, Hurricane Katrina lifted *Duet II* out of her slip at the Fairhope (Alabama) Yacht Club, carried her across Bayou Volanta, and deposited her amid the jumble of sailboats on the north shore. Damage to her was so extensive the insurer considered her a total loss and paid off her owners, Bob Hasewinkle and his wife, Jeanne O'Connell.

Bob and Jeanne had used *Duet II*, a C&C 29, for racing and short cruises along the Gulf Coast and wanted to replace her with a boat of similar size and capabilities. After an appropriate grieving interval, and armed with their insurance check, they went shopping. They reviewed the various listings, talked to brokers, kicked keels, and eventually found their new boat conveniently close to home in Pensacola, Florida. *Duet III* is a Tartan 3000, built in 1984 by Tartan Marine of Fairport Harbor, Ohio. For more about Tartan Marine's history, see the November 2003 issue of *Good Old Boat*.

Design

Tartan Marine introduced the Tartan 30, designed by Sparkman & Stephens, in 1971, and its popularity helped establish the relatively new company. Ten years later, when it became time to replace the aging 30, the company commissioned S&S to design its successor, the Tartan 3000. According to company literature, the Tartan 3000 is faster and easier to sail, has more sail area than the original 30, is drier on a beat, has fuller sections aft to induce surfing on wave faces, and is more comfortable on deck and below. It is moderately light, and has a relatively low displacement/LWL ratio of 217.

The fin keel/spade rudder design was offered in two versions. To optimize lift when sailing to weather, the standard keel is based on a NACA foil section and draws 5 feet 2 inches. For those sailing in thinner water, a 4-foot 1-inch Scheel keel was available.

Tartan offered three versions of the 3000 and each could be purchased with either keel option. The cruise model featured wheel steering, hot and cold pressure water, a stove with an oven, and a bow roller for the anchor. The race model emphasized performance with tiller steering, a bendy double-spreader rig, cockpit-led halyards, a spinnaker package with extra winches, and a folding propeller. The custom model allowed the buyer to combine preferences from columns A and B of the menu.

Although introduced 28 years ago in 1981, the Tartan 3000 has a modern look with its flat sheer set off by the sharply raked bow and reverse transom. The beam is generous, tapering sharply to the bow to give a fine entry (the primary goal) but compromising interior volume in the forward third of the hull. The cabin trunk is long and low enough for good appearance while the fairly high freeboard provides ample volume for accommodations. Headroom is a reasonable 6 feet. All eight cabin portlights open, providing good cross ventilation.

Deck features

The cockpit is large enough for a racing crew, provided the "rail meat" doesn't fill it up when off the wind. The seats and seatbacks are comfortably contoured and 80 inches long, making sleeping under the stars possible. Although the arched helmsman's seat provides good visibility, it is too sharply rounded for comfort without a cushion. The cockpit's modified T-shape makes

it possible to get around the wheel without climbing up on the seats — a good safety feature. *Duet III* has Lewmar 43 self-tailing primary winches and no secondary winches. Cockpit stowage is limited even though there are no quarter berths.

The starboard seat locker is mostly taken up by the longish icebox, leaving only the port seat locker for stowage. A hatch in the starboard seat permits easy loading of ice which, judging by the insulation thickness (or thinness), may be more a necessity than a convenience. A heavy-duty line-controlled traveler spans the bridge deck, providing effective mainsail control. Only two cockpit drains are fitted. They are a bit undersized, so the cockpit will drain slowly if the boat is pooped.

Wide sidedecks allow for safe crew movement. Access forward is further facilitated because the generous beam allows the shroud chainplates to be placed next to the cabin. This also creates a closer sheeting angle. The ventilation hatch for the forward cabin is mounted on the foredeck immediately forward of the cabin trunk. While it's not directly in the way of foredeck work, the crew must be aware of it, especially if it's covered by a doused sail. Good-sized track-mounted and multi-part line-controlled genoa cars make sheet lead adjustments possible while under load. The perforated aluminum toerail provides a multitude of attachment points.

Wide sidedecks and inboard chainplates make for easy movement fore and aft. The double lifelines and pulpits are a bonus.

Duet III has a keel-stepped, double-spreader mast supported by a forestay with roller furling, an adjustable backstay, single pairs of upper and lower shrouds, and an adjustable babystay. For a family boat, it has above average sail power as evidenced by its sail area/displacement ratio of 17.4. According to Tartan literature, mast and boom sizes and configurations varied according to model. A vang, which controls the rise of the boom when reaching and running, can also be used as a preventer by clipping its lower end to one of the toerail perforations. However, given its attachment point on the boom, an accidental jibe in a fresh breeze might buckle the boom.

Construction

The hull is hand-laid fiberglass, cored for rigidity and weight reduction. (Tartan literature doesn't specify the core material, but end-grain balsa has long been the industry standard.) The cored deck is bedded in butyl and polysulfide and mechanically fastened to the hull with ¼-inch stainless-steel bolts that go through the perforated toerail, then the deck, and finally the hull flange. A non-skid pattern is molded into horizontal surfaces. Double-rail bow and stern pulpits and double lifelines are more than you get on most boats this size. My examination of Bob and Jeanne's boat satisfied me that it is well and strongly built and without evidence of gelcoat cracks or crazing. The decks are solid and do

The bow has a fine entry. The ventilation hatch on the foredeck does not directly interfere with foredeck work, but the crew needs to be mindful of it, especially if the open hatch is covered by a doused sail.

The spacious cockpit has a modified T shape, making it possible to get around the wheel without stepping up on the seats — a good safety feature. The heavy-duty mainsheet traveler is mounted on the bridge deck.

The port settee, at left, extends to make a double berth. Above it is open-shelf and cabinet storage. The 40-gallon water tank is beneath. The navigation station, at right, located in the port quarter area, is well designed and large for a boat this size. The dining table, below, is good sized and folds in half for stowage vertically against the bulkhead when not in use.

not flex. Bob reports that there is no evidence of gelcoat blistering.

Instead of the usual bonded-in fiberglass headliner, a vinyl material is held in place with battens. This allows tabbing of the bulkheads to the deck, something not usually possible with fiberglass headliners. A couple of zippers provide access to overhead wiring. The cabinets and berths were built in place and tabbed to the hull with fiberglass and resin. This method gives much better access to the inside of the hull than does a molded fiberglass pan in the unfortunate event that repairs are ever needed.

Accommodations

Someone stepping through the companionway and down three steps will first notice a surprisingly large navigation station on the port side. The desktop lifts up to reveal chart stowage beneath and a roomy cabinet outboard of the table has room for bulkhead-mounted instruments and a radio. The electrical distribution panels also are mounted in this space, tucked away where they will stay dry.

Immediately opposite to starboard is a compact but reasonably well organized galley. The icebox, as previously mentioned, extends quite far under a cockpit seat. Items all the way back can be accessed only through the cockpit seat hatch. A vertical door provides access from the galley. The single-compartment sink is partially tucked under the cockpit, inhibiting access for the dishwashing crew. Counter space is limited. The galley stove was missing — a two-burner propane camping stove had been substituted when Bob and Jeanne purchased *Duet III*. Overall, galley storage is well-organized and adequate.

Forward of the galley and navigation station are port and starboard settees. The port settee converts to a double berth 75 inches long and 48 inches wide. Above it is an open shelf and a cabinet and beneath it a 40-gallon water tank. The opposite settee makes a single berth of the same length and about 33 inches wide. *Duet III's* previous owner built a cabinet on the forward third of this settee in which to house an air-conditioning unit. Consequently, the remainder of the berth is only long enough for a small child. Above this settee is an open shelf with fiddles.

The dining table is attached to and folds up against the bulkhead that separates the main cabin from the head. The table folds in half for storage but opens to a size wide enough to serve diners seated on both settees.

The head is located between the main cabin and the forward cabin and spans the width of the boat. The washbasin with stowage beneath is on the port side and the commode is on the starboard side with shelf storage above. There's a hand-held sprayer for showers. A small hanging locker is adjacent to the washbasin.

The forward cabin is a 75-inch-long V-berth, which is very narrow at the forward end. Bin storage and a 20-gallon holding tank are located beneath this berth. Bob and Jeanne use the V-berth primarily as a sail locker. Bob has rigged fiddles here to hold a 12-volt refrigerator/freezer chest that supplements the galley icebox.

Access to the Universal M-2-12 diesel engine is excellent. The entire front and part of the top of the engine compartment can be easily removed. All service points can then be reached except the transmission dipstick, for which a panel in the port seat locker must be removed. This panel also provides access to the stuffing box.

Performance

So I could evaluate the boat's sailing performance, Bob and Jeanne made me skipper for a day during one of our club's Sunday fun races. Leaving the harbor under power also gave me an opportunity to put the engine through its paces.

By today's standards, the 12-hp, 2-cylinder Universal diesel is a little undersized. However, at an easy 2,000 rpm, the easily driven hull made about

5.5 knots. Motoring into a chop would slow it down. There was a little more noise and vibration than I care for, some of which could probably be eliminated by careful alignment of the transmission and propeller shaft. The fin keel/spade rudder configuration makes it possible to steer in reverse once enough speed has been gained for the rudder to bite.

On the way out to the starting line, we were beam reaching. The boat felt good, and boat speed was fine; however, I found the steering to be a little twitchy. To stay on course, I had to pay constant attention to the helm. The loads were light, but tracking was reminiscent of driving a car aligned with insufficient toe-in.

It took me a few minutes into the windward leg to find the groove, but then I'm a Nonsuch owner who wonders why anyone has more than one sail. The wind was offshore and shifty at 8 to 10 knots. When I was carefully minding the jib telltales, we made about 5 to 5.2 knots. On this point of sail the boat tracked well with none of the wandering we experienced when beam reaching. The boat tacks smartly, accelerates well, and points quite high.

Our next leg was a broad reach. This was a non-spinnaker race, so we poled out the 145-percent genoa. On this point of sail, there was no evidence of the twitchiness we experienced on the beam reach. Our nemesis reached the weather mark ahead of us (due to the shortcomings of my learning curve and much to Jeanne's consternation). But little by little we gained on him. After a well-executed jibe by Bob and crew, we were on the next reaching leg of this triangular course and continuing to gain.

Upon rounding the next mark, we hardened up for the beat to the finish. By now, I had settled down a bit and carried out suggestions more skillfully; we finished handily in the lead.

This short race convinced me that Tartan Marine and S&S had placed the emphasis on performance when conceiving and building the Tartan 3000. It is a reasonably comfortable cruising boat, but it shines most brightly on the racecourse. Of course, the design is by now somewhat dated and other newer designs are faster but, when well-sailed, the 3000 can sail her PHRF rating, which averages about 174 in the Gulf Yachting Association. In other fleets, it rates as low as 162. For comparison, the high-performance J/30 rates 144, while the Catalina 30 rates between 180 and 192, depending on the fleet.

The galley is laid out reasonably well, given the limited space in a 30-foot boat, but the sink is partially tucked under the cockpit, which hampers leaning over it to work.

Conclusion

The Tartan 3000 is, in my opinion, a fun, good-looking racer/cruiser, with the emphasis on racer. Bob and Jeanne are happy with *Duet III* and find she's suited well to their sailing lifestyle of regular weekend racing in club fun races, frequent participation in Gulf Yachting Association-sanctioned regattas on Mobile Bay, and short cruises two or three times a year.

For those with cruising interests exclusively, other boats without the racing outfit of the Tartan 3000 are more suitable, perhaps even the cruising model of the Tartan 3000. However, the quality of the Tartan is considerably above average.

Anyone contemplating a purchase should look for problems common to most aging boats: leaks around portlights and deck hardware, soft decks, bottom blistering, and so forth. Additionally, the rig should be very carefully inspected; most rigging experts believe boats of this age are well past-due for replacement of wire and terminals.

Only 97 Tartan 3000s were built during its production run from 1981 to 1988. Therefore, not many can be found for sale. An Internet survey turned up only five, ranging in price from $19,900 for an '83 and $29,900 for an '84. The $10,000 difference presumably reflects more than a one-year difference in age. The average price of these five boats was a bit over $25,000.

Tartan 3000

Designer: Sparkman & Stephens
LOA: 29 feet 11½ inches
LWL: 25 feet 3 inches
Beam: 10 feet 1 inch
Draft (deep fin): 5 feet 2 inches
Draft (Scheel keel): 4 feet 1 inch
Displacement: 7,950 pounds
Ballast: 3,830 pounds
Sail area: 441 square feet
Disp./LWL ratio: 217
SA/Disp. ratio: 17.4
PHRF: 174
Water: 40 gallons
Fuel: 19 gallons
Holding tank: 20 gallons
Mast above DWL: 43 feet 4 inches
Engine: 12-hp Universal diesel

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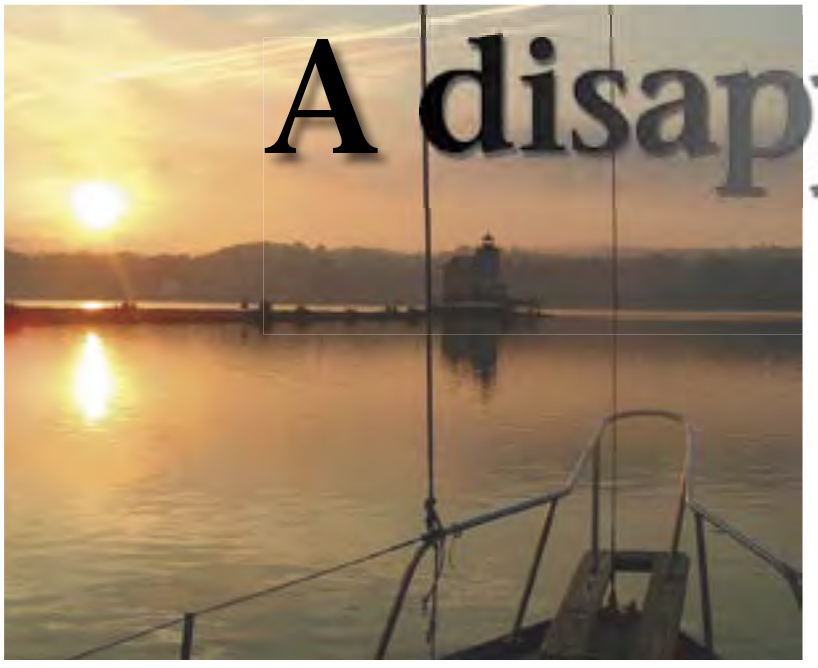

A disappearing breed

Living with an old motorsailer calls for patience and special skills

by Larry Zeitlin

Motorsailers are a vanishing breed. Every year one or more manufacturers drops from the field. If not in actual Chapter 11, they usually convert their production lines to make tugboat trawler look-alikes. In the words of Rodney Dangerfield, we motorsailors "don't get no respect."

In my area of the Lower Hudson there are only two true motorsailers in a fleet of several hundred recreational boats, both made by Willard a full generation ago. It's hard to say who designed the Willard 30. Apparently the design was made by a committee, albeit a very talented one. The original lines for a 30-foot boat were laid down in 1957 by Bill Tighe, the founder and long-term president of Willard Marine. The boat was custom produced for several years.

In 1961 Bill Garden designed a slightly enlarged version, the Willard 36. This was Willard Marine's first production boat. The Willard 30 was introduced in 1972. Bill Garden lists it in his catalog of designs, so it appears that he had a hand in modifying the original concept. The sailing rig and the topsides of my Willard Horizon were designed by Bill Crealock. In 1974, in response to the fuel crisis, he modified the Willard 30 hull by adding a bigger mast and rig, modifying the topsides, and enlarging the keel to create the Willard 8-Ton Cutter, a true cruising sailboat.

Tighe, Garden, Crealock — quite a trio. Apparently they got it right because the hull was in production from 1972 to 2003, a 31-year run. Willard stopped making recreational boats last year because they were swamped with military orders following 9/11.

It is hard to define a motorsailer. Francis Kinney, who revised *Skene's Elements of Yacht Design*, lists a general rule that a motorsailer is a yacht with enough engine power to achieve hull speed and enough sail power to claw off a lee shore. Insurance companies conclude that this requires at least a sail area equal to the waterline length squared, divided by two. Thus, a motorsailer with a 40-foot waterline should, for insurance purposes, have at least 800 square feet of sail area. Less than that, and it is basically a powerboat with steadying sails.

"All current motorsailers feature a pilothouse with full headroom and an internal helm. In fact, this feature almost defines the class."

Juan Baader, in *The Sailing Yacht*, has a much more pragmatic rule. He says that if a yacht is faster under sail than under power, it is an auxiliary-powered sailboat. On the other hand, if it is faster under power than under sail, it is a motorsailer.

Internal helm

All current motorsailers feature a pilothouse with full headroom and an internal helm. In fact, this feature almost defines the class. Several manufacturers, including Pacific Seacraft, build boats with identical hulls but differing deck moldings. Those with a pilothouse are called motorsailers, those without are called auxiliary-powered sailboats. The type is much more popular in Northern Europe where typical boating conditions are such that most American yachtsmen would be heading for the nearest bar in search of a hot toddy.

Most motorsailer owners slip into the class as a waystation between sailboats and trawlers. They figure they can use their hard-learned sailing skills in the air-conditioned comfort of a full-powered trawler. They couldn't be more wrong. I've been there, I know.

A motorsailer has twice the maintenance problems of the average boat. Not only do you have a full mechanical plant to agonize about, but you also have sails and rigging to consider. These take up space on deck and impose the ever-present threat of getting hit by a wildly swinging boom when jibing. Jibing, as I tell my non-sailing friends, is roughly the equivalent of backing your car into a garage. Easy when you know how, but the learning curve is full of dents and dings.

I have an older Willard Horizon motorsailer, *Puffin*, essentially the

Willard 30 trawler hull with a mast and sail. This 30-foot hull has been produced by Willard Marine, Inc., of Anaheim, Calif., since the Jurassic Age, or at least since 1973. The hull has been in production as the Willard Passagemaker 30, although like most of us, it has grown slightly heavier with age. It has been fitted with a variety of topside moldings ranging from a commercial fishing boat through a luxury liveaboard for people who are content to reside in small spaces.

Feels larger

Puffin's LOA is 30 feet, but the boat feels larger. The waterline length is 27.5 feet. It has a displacement of 16,000 pounds, of which 4,000 pounds is internal ballast. On my boat there is a wide, short bowsprit, and a full-width stern boarding/swimming platform. These appendages bring the length between perpendiculars to about 35 feet. The beam is nearly 11 feet, and the draft a measly 3 feet 6 inches, thanks to a full-length broad keel. The hull shape is vaguely similar to a Colin Archer turn-of-the-century lifeboat with a high bow and a canoe stern.

Like the Colin Archer designs, the Willard has very good seakeeping characteristics — a necessity, since it cannot outrun any storm. The rounded bottom gives it a tendency to roll more in a beam sea than hard-chine trawlers do, but not as much as most sailboats under power. It is seaworthy but not altogether comfortable in bad weather. Boat motion is excessive in beam seas of 3 feet or more; it is unwise to have breakable crockery on the table or open beer bottles on deck when being passed by a powerboat.

Power is supplied by a Perkins 4-107 driving an 18- by 14-inch prop. The boat carries 260 square feet of sail on a low-aspect rig, a large foresail and a smaller main. This is only about half the sail that a cruising sailboat of similar specifications would carry, and *Puffin* can be considered to be sailing under perpetually reefed conditions. It is best considered a 30/70 motorsailer (see Ted Brewer's article on motorsailers in *Good Old Boat*, January 2003).

"Like the Colin Archer designs, the Willard has very good seakeeping characteristics — a necessity, since it cannot outrun any storm."

Easily maneuvered

Maneuverability under power is exceptional with the sailboat-sized rudder, a 3.25-square-foot, half-inch-thick bronze plate mounted behind the prop. The inertia is fairly high, given the hull's mass, but if you have the dexterity of a six-ball juggler, you can manipulate the engine controls and rudder to turn 360 degrees in the boat's own length, convenient in crowded marinas.

The specifications were established when fiberglass construction techniques were still in flux and err on the conservative side. Trawler mavens speak of the Willard as the "pocket battleship" of trawlerdom and, judged by solidity of construction, they are certainly correct.

My boat is laid out like a cross between a cruising sailboat and a contemporary trawler. It has a conventional standing-headroom forepeak with two sleeping berths. Immediately aft and up a couple of steps is the pilothouse with full engine controls and navigational equipment. There is a complete electrical panel with

Puffin, **Larry Zeitlin's 30-foot Willard Horizon takes him comfortably into the sunset, on facing page, and rests contentedly at anchor, at right.**

circuit breakers for all onboard equipment and a 110-volt distribution system for the infrequent times we use shorepower.

The engine lies below the pilothouse floor at about the midpoint of the hull. It is easy to reach by raising a hatch, but all maintenance has to be undertaken upside down. Not good for someone prone to headaches. Fuel is stored in two 60-gallon black-iron tanks on either side of the engine. The engine's central location requires a 13-foot-long propeller shaft with two support bearings, each of which must be greased periodically. There is little sound treatment, and noise levels are fairly high under power.

Double bed

Aft of the pilothouse is the main saloon with a galley and sink to port, and a table and dining area to starboard. The couch to the side of the table can be converted into a double bed for friendly guests. There are plenty of storage areas and cabinets. Aft of the dining area is the head and shower, small but adequate. The freshwater capacity is 100 gallons. Exit the saloon by climbing a couple of steps, and you are on the stern deck. There is sufficient space for a small party of, say, six people. It's just about right for a summer barbecue but too small to host a school reunion unless you went to a very small school.

The water tanks and our LectraSan waste treatment system are in the lazarette below the stern deck. There is an additional large storage area there as well.

Above the pilothouse is the upper steering and sailing-rig control station. This is not the same as a flying bridge on a conventional trawler. A seating area and footwell for the helmsman are molded into the starboard side of the deck. A destroyer wheel is placed before the helmsman with a set of engine controls but no instruments. The mast is immediately to the left on the centerline of the boat. All sailing lines are led to the helmsman; the boat can be sailed singlehanded. Visibility is excellent but because the boom swings directly overhead, a Bimini with adequate headroom is impossible to fit while sailing. Sailing conveniences, as delivered, were minimal. We had to add cleats, winches, topping lifts, and so on. The boat could be sailed without this extra gear, but it wouldn't be fun.

"There is sufficient space [on the stern deck] for . . . a summer barbecue but too small to host a school reunion unless you went to a very small school."

The interior decor is reminiscent of a well-appointed workboat, say, the private boat of the owner of a fishing fleet, rather than a floating boudoir. This is not a boat that was intended to appeal to the ladies. There is a lot of varnished teak inside and out and relatively small ports. The Willard 30 hull permits only about 200 square feet of living space . . . about that of a Sing Sing jail cell. This means that the boat is too small to live on comfortably for extended periods, particularly for those desiring a high degree of privacy. It is not an ideal marina-bound family "summer home."

Comfortable cruiser

We have found that, compared to sailboats, the increased cabin space and relatively stable hull form make for comfortable cruising, but the practice of sailing takes some relearning. First, the drag of the prop is so great that sails alone move the boat at only 4 to 5 knots in 15 knots of reaching winds. Pointing is similarly poor. Sailing closer than 60 degrees to the wind is a chore. Under sail alone, *Puffin's* performance is roughly on a par with Columbus' caravels. We motorsailors learn to sacrifice a lot for creature comforts.

Running the engine at a tick over 900 rpm (about 350 rpm at the prop) when sailing makes all the difference. This compensates for the drag of the large propeller and provides enough prop wash to assist in turning the boat. Otherwise, you will spend half an hour backwinding the jib and getting caught in irons (another best-forgotten nautical term) every time you try to come about. The slight motor assist also permits you to sail closer to the wind than you can in a conventional sailboat, and you can move faster too.

You can overtake sailboat racers in a light wind with a boat that looks like Tubby the Tugboat with a mast. Just remember to turn off the engine as you pass so they can't see the telltale exhaust, then make a quick turn downwind as if you've grown tired of a contest too easily won. The embarrassed and confused sailors will spend the next half-hour fidgeting with their sails to see what has gone wrong.

Apart from such puerile amusements, what is gained and lost with a motorsailer as compared to a conventional motorboat or trawler? Well, as

Motorsailors learn to sacrifice some sailing ability for creature comforts. It helps to run the engine to compensate for the drag of the large propeller and to assist in the tacks.

I said, the maintenance offers more opportunities for worry, and you have the nagging problem of the mast for winter storage. Do you leave it up or down? The mast also inhibits your ability to pass under low-lying bridges, and you find yourself consigned to the parade of circling sailboats waiting for hourly openings while boats with less elevation scoot through.

Alternate propulsion

On the other hand, you gain the confidence of an alternate means of propulsion. If your motor ever packs up, you could eventually maneuver back to shore. This mitigates some of the obsession that motorboat owners have with fuel filtering, electrical malfunctions, and other power plant-killing gremlins. That, of course, and the confidence that sails provide unlimited range. Although it must be said that the wind, as an alternative source of power, leaves much to be desired. It either blows in the wrong direction, doesn't blow at all, or provides an overabundance of propulsive effect in the form of gales, storms, and hurricanes.

But there are pluses. Motorsailers are, by and large, very attractive boats. Most landlubbers, and many yachtsmen too, equate boating with sails. Do tramp steamers attract as much admiration as tall ships? The necessity of mounting sail hardware spares most motorsailers from the futuristic design excesses of sedan cruisers. After all, who needs tail fins at 8 knots? In almost every marina I've had people come up to me and compliment the looks of my 30-year-old motorsailer. "It looks like a real boat," they say. OK, so it can't go faster than a 6-year-old on a tricycle — it's better to look good than perform well.

In addition to the inherent "get home" ability, there are several real functional advantages of the motorsailer over a trawler of similar size. First, when compared to trawlers, the sails provide very good roll damping in beam winds and seas. I can ignore all the yacht club bar discussions about active vs. passive damping, paravanes, and flopper-stoppers. Who needs them? When the sails are up in a beam wind, my boat is rock steady, although it helps if your upwind leg is a few inches shorter than your downwind leg. And when those sails are up and

"When the sails are up in a beam wind, my boat is rock steady, although it helps if your upwind leg is a few inches shorter than your downwind leg."

the motor is going, fuel consumption drops to amazingly low levels. I am grateful that with fuel prices climbing to the stratosphere, I can squeeze an entire season's cruising of about 1,000 miles out of one fill of diesel fuel. If I were to attempt a circumnavigation (fat chance), I would choose a motorsailer for that fact alone.

More gunkholing

Most motorsailers have less draft than sailboats of comparable size, opening up many miles of previously risky shoreline. This includes much of the eastern Chesapeake, the Florida Keys, and the coastal Carolinas. I don't know about the West Coast, but I'm sure there are plenty of shallow, but desirable, areas. The easily lowered sailing rig makes canal cruising relatively simple. I can drop the mast singlehanded in about five minutes. This converts my motorsailer into a somewhat awkward trawler. At my disposal, I have the New York circumnavigation Little Loop (Hudson, Erie Canal, St. Lawrence, Lake Champlain, back to the Hudson) and the eastern U.S. Big Loop (ICW, Hudson, Erie Canal, Great Lakes, Mississippi, Tenn/Tom, Gulf Coast, Florida, and back to the ICW). Sailboats, with their masts and lower-powered engines, can make these trips but with far greater difficulty.

A motorsailer presents somewhat less challenge to basic seamanship skills. Full power turns contrary winds into a mere inconvenience. You can even plan trips and meet a schedule. My dedicated sailing friends accuse me of copping out, but I remind them that I have already paid my dues.

The Willard's forte is extended cruises to remote anchorages for a reasonably adventurous couple. Here the seaworthiness and self-contained nature of the boat pay off. Its size and power requirements make for economical operation and a long range. The dimensions of the boat and conservative nature of the mechanical plant permit most maintenance to be carried out by the owner.

Solid hull

The Willard's quality of construction is generally good. The very solid hull molding, the inner liner, and the deck molding are well bonded together making for a very rigid structure. Like many factory-made boats, the mechanical components are inserted during construction and access for repair or replacement is minimal. Most owners who have repowered their boats report that considerable surgery has to be performed to get at all the bits and pieces. Fortunately, the mechanical parts are very conservatively rated and last a long time.

The older Willard hulls are susceptible to osmotic blistering. This seems to be characteristic of many boats made during the 1970s. The gelcoat on my boat shows an overall superficial craze of fine cracks. I was told by a factory engineer that the early series hulls were constructed of the same plastic used for military-specification boats. Willard supplied many of the craft used to pacify the Mekong Delta during the Vietnam War, and halogen salts were incorporated into the resin as fire retardants. Unfortunately, the salts also absorbed water. Obviously, Navy combat and surfboats were never intended to last 25 years. We have repaired more than 300 blisters below the waterline, some up to 4 inches in diameter. There are numerous small gelcoat blisters above the waterline but, since they pose little structural threat, they have been largely ignored. The final fix, total below-waterline repair with six layers of Interprotect epoxy barrier coat, seems to be holding; only a few new blisters emerge each year.

Barring the annoying blistering and crazing problem, the Willard 30 motorsailer is just fine for a retired couple who want to experience the cruising lifestyle without selling the old homestead and moving aboard. It is small enough to keep the costs reasonable, especially for a handyman, yet large enough to take any coastal voyage imaginable. It is more comfortable than our previous sailboats and provides almost enough room to swing a very small cat. My wife and I have lived aboard a month at a time

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Bill Lee, wizard of speed, Continued from Page 12

a consultant for yacht projects. Does he miss designing? He pauses a few seconds and then says, "You know, there've always been more yacht designers than customers. If someone asked me, I might consider designing another boat. It's not that likely. But I still strongly support sailing, and 'fast is fun' continues to be my slogan. But to be out there testing all the time? It's very wet. Very cold. I'm a bit older now.

"I recently spoke to the Cal Poly graduating class and told them how different things are today than when I attended there," he says. "New materials are so exotic and completely change how we run and design things — carbon fiber, for example. Instead of a car as a machine, it's an electronics factory. But I told them there are still lots of opportunities and left them with one idea: 'The world is not out of things to invent.' "

Bob Perry describes Bill Lee with these words: "Honesty, intellect, intuition, and chutzpah in the personality trait sense, not the boat." High praise from Bob, from whom kind words are difficult to earn. Bob recalls meeting Bill in San Francisco and seeing his designer's eye at work. "I was hanging out on a dock at the San Francisco Yacht Club Stag Cruise with Bill and some club luminary. A 40-foot Pacific Seacraft went by: shiny and blue. The luminary said, 'Now there's a beautiful boat.' Bill quietly replied, 'All I see is a boat with no waterline length.' We all owe Bill a debt. Any sailor who doesn't revere Bill Lee hasn't done his homework."

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and still speak to each other.

The basic problem of the motorsailer is that it requires a psychological straddle on the part of the owner. Sailboat owners find pleasure in the process of sailing. Trawler owners are much more goal-oriented. They find pleasure in the destination. A motorsailer requires that the skipper possess the attitudes and skills of the power community some of the time and those of the sailing community some of the time and to mix the two the rest of the time. Most owners lean one way or the other. Comparatively few owners seek the middle ground.

Besides, sailing a motorsailer gives me sails to fiddle with on those long boring passages. Who knows what trouble I might get into if I didn't have that diversion?

Too bad motorsailers are a vanishing breed.