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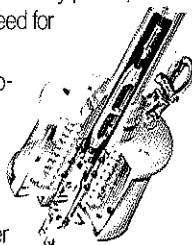
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PRACTICAL SAILOR
November 1990

When you look into a Schaefer furling system, be prepared for perfection. Our System 2000 and System 3000 have been engineered to sailing's most exacting standards for boats 28' to 50'. Yet each is also remarkably priced, developed for easy installation, and guaranteed for your satisfaction.

Exercising complete control over our production makes perfection possible. An employee-owned company, Schaefer Marine maintains its own dedicated manufacturing facility, resulting in product performance best appreciated when a Schaefer system first responds to your command.

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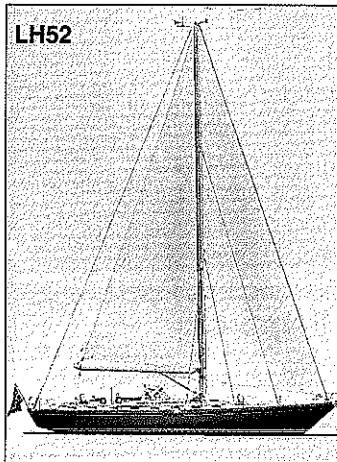


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SCHAEFER MARINE

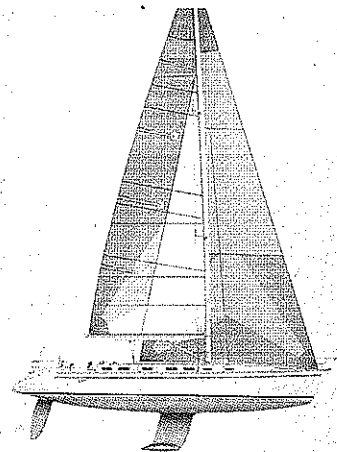
Schaefer Marine, Inc.
Industrial Park, New Bedford, MA 02745
(508)-995-9511 or (800)-526-2266 (outside MA)
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For More Information Circle No. 66 On Inquiry Service Card



(c'bd up), 11'9" (c'bd dn); Ballast 18,000 lbs.; Displacement 45,750 lbs.; Sail area 1,219 sq. ft.

For more information contact Little Harbor Custom Yachts, One Little Harbor Landing, Portsmouth, RI 02871. Phone (401) 683-5600.

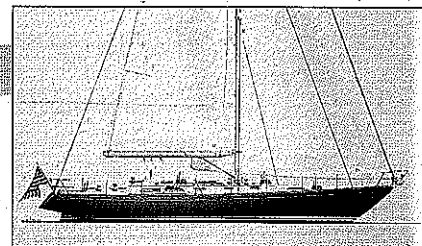


First 53f5

Beneteau has pulled out all the stops in the development of their current flagship, a sculptural sailing beauty rendered in the image of Bruce Farr and Pininfarina, featuring a streamlined hull, a horde of state-of-the-art equipment and a lavish owner-optimized interior.

Specifications: LOA 53'2"; LOD 51'8"; LWL 43'4"; Beam 14'8"; Draft 8'1" (deep keel), 6'3" (shoal keel); Ballast (approx.) 9,632 lbs.; Displacement (approx.) 31,359 lbs.; Sail area (100%) 1,141 sq. ft.

For more information contact Beneteau, 8720 Red Oak Blvd., Suite 102, Charlotte, NC 28217. Phone (704) 527-8244.

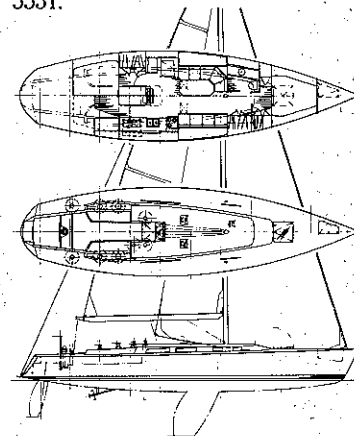


Hinckley Sou'wester 52

This highly charged development of Hinckley's Sou'wester 51 features better distribution of space and weight below, advanced hull material technology and a mast moved aft to accommodate a shorter boom and more manageable, less overlapped headsails.

Specifications: LOA 51'5"; LWL 37'6"; Beam 14'0"; Draft 8'0" (fixed keel), 5'11" (c'bd up), 11'0" (c'bd dn); Ballast 14,600 lbs.; Displacement 39,000 lbs.; Sail area 1,221 sq. ft.

For more information contact The Hinckley Company, Shore Rd., Southwest Harbor, ME 04679. Phone (207) 244-5531.



Santa Cruz 52

West Coast go-fast fanatic Bill Lee proposed "to create a smart sailboat capable of blazing boat speed in a 'sport cruiser' style" when he decided to augment his slippery Santa Cruz line; the 52 may be living proof that, cruising or racing, fast really is fun.

Specifications: LOA 52'0"; LWL 46'6"; Beam 13'6"; Draft 8'7"; Ballast 9,500 lbs.; Displacement 20,000 lbs.; Sail area 1,180 sq. ft.

For more information contact Bill Lee Yachts, Inc., 3700 B, Hilltop Rd., Soquel, CA 95073. Phone (408) 475-9627.

Hinckley Sou'wester 52

Hinckley Sou'wester 52

Sea Trials

by Quentin Warren

Amid the classic character of the Hinckley yard is a highly evolved in-house design team and a cutting-edge manufacturing facility that lend modern credence to the company's decidedly traditional guise. With great success Hinckley has taken the 1985 McCurdy & Rhodes-designed Sou'wester 51 and created out of that popular vessel an improved version, one of special interest to anyone perusing today's semi-custom market. It is the new **Sou'wester 52**.

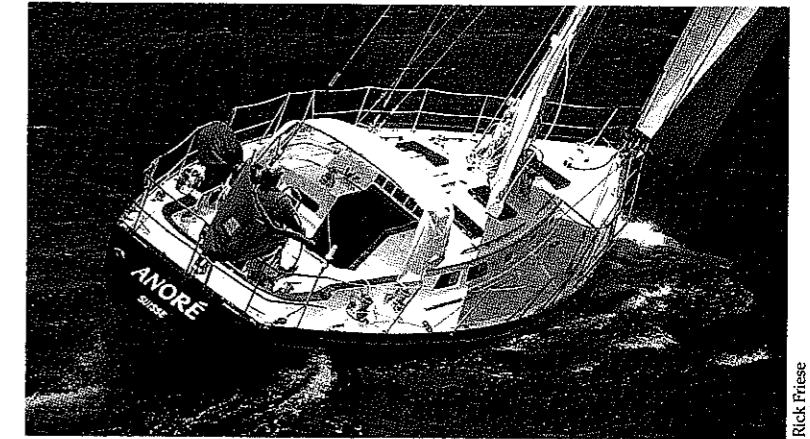
In a developmental process akin to what spawned the Sou'wester 43 two or three years ago, Hinckley's design group has brought to bear issues of performance, handling, accommodations and style to breathe new life into a boat with a proven pedigree.

Loosely, the 52 has longer lines, a more efficient hull form, more effective foils, a more balanced rig and an opened plan below. It benefits from Hinckley's persistent approach to building things right: A laminate schedule combining DuPont's Kevlar/E-glass hybrid with vinylester resin and Klegecell foam is vacuum-bagged into the hull and deck;

coring is replaced with solid glass where thru-hulls or stressed fittings occur; the rudder is built up of highly engineered S-glass; Barent winches and Navtec rod rigging are standard; the rig is custom built by Hinckley out of extrusions supplied by Hall Spars or Hood Yacht Systems; and the cabin sole is built of 3/4-inch solid teak with holly splines.

Perhaps most important of all, considerable attention has gone into making the 52 sail as well as it sounds. The mast is situated aft to accommodate a manageable main and a viable offshore cutter head rig; at the same time, a deep balanced spade rudder is placed well aft to provide better bite at the helm. The result in an early prototype was a lot of weather on a predictably sensitive wheel, and Hinckley rec-

LOA	51'5" (15.68 m.)
LWL	37'6" (11.43 m.)
Beam	14'0" (4.27 m.)
Draft (c'bd up)	5'11" (1.8 m.)
(c'bd dn)	11'0" (3.35 m.)
(keel)	8'0" (2.44 m.)
Ballast (lead)	14,600 lbs. (6,623 kgs.)
Displacement	39,000 lbs. (17,690 kgs.)
Sail area (100%)	1,221 sq.ft. (113.4 sq.m.)
Mast above water	68'6" (21 m.)
Disp/Length	330
SA/Disp	16.95
Fuel tankage	120 gal. (454 l.)
Water tankage	200 gal. (757 l.)
Auxiliary	Yanmar 4JH2-DTE 88 hp.
Designer	McCurdy & Rhodes/ Hinckley Co.
Base price	\$830,000 (approx.)
	The Hinckley Company
	Southwest Harbor, ME 04679
	Phone (207) 244-5531



Rick Friese

tified the problem by increasing the radius of the steering quadrant and beefing up the linkage. Now the boat presents balance and control, and upwind — especially when the weighted foil on the centerboard version is lowered — the effect is readily apparent.

We spent a day aboard the Sou'wester 52 *Anore* on Buzzards Bay in early September. In light to moderate winds of up to 10 knots and on tame seas the boat slid along effortlessly, a treat considering the volume offered below and the relatively sumptuous displacement/length ratio of 330. Long and sleek, with a moderately high-aspect sail plan featuring a nifty full-batten Norlam main by North, *Anore* is both easily driven and close winded.

On a reach, the boat powers up and accelerates with assurance.

Tracking is positive and maneuverability is enhanced by the new rudder, which gives instant feedback to the helm. Between 90 and 130 degrees off the wind, performance is improved even further by flying a poleless asymmetrical cruising chute. The 52 remains balanced and translates power into speed.

Hinckley has given the boat an offshore agenda, and testimonials from delivery skippers who have had the opportunity to put it through its paces in dicey weather support the claim enthusiastically. Cited are good speed, a stable sea-kindly motion and solid tracking. The rig is well supported by a detachable inner forestay, a permanent baby stay and available running backs. The options for balancing sail made possible by such a cutter configuration are advantageous at sea.

Hinckley Sou'wester 52

Up Close

by Sheila McCurdy

A Hinckley yacht is like a Chanel suit. They are both carefully constructed, unwaiveringly elegant, practical, and expensive. The genteel allure is unmistakable.

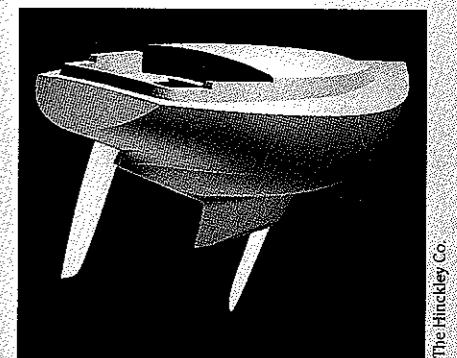
From a distance, the Hinckley Sou'wester 52 has a sweeping sheer and proportionally low freeboards. The signatures of

polished stem fitting, paired trapezoid windows and distinctive talara cove stripe under a varnished toe rail accent the Hinckley look. The bow and stern are natural conclusions to the profile rather than the willful impositions of a rating rule or an accommodations plan.

The in-house design team at Hinckley made subtle improvements on the Sou'wester 51 to generate the 52. The rudder was moved aft and altered to a balanced spade. The mast was moved aft a foot and a half. The cabin house was lengthened and widened to provide 85 cu-

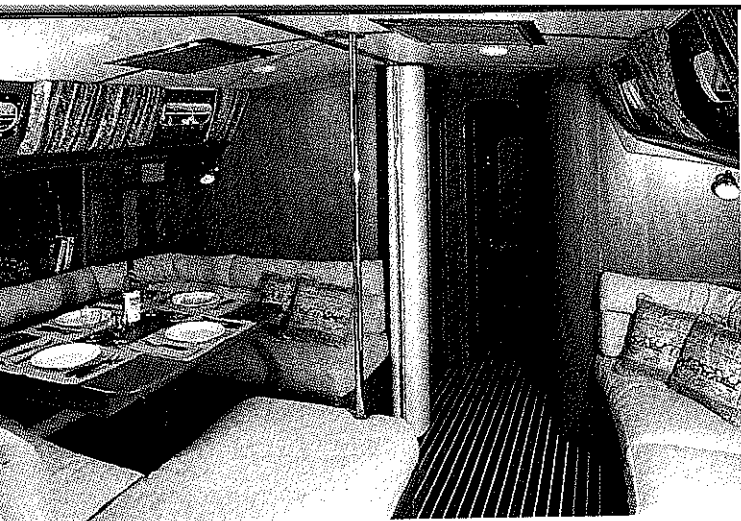
bic feet more space below. As a result, the side decks are slightly narrower, the cockpit has shifted aft and the stern has been modified. Hinckley does not advocate teak decks because of the nuisance of maintenance. I tend to agree, and there is enough teak trim to keep an avocational varnisher happy.

Semi-custom means have it your way: The 52 can be fitted with a shoal keel, a deep keel or a keel with centerboard. The rig can be custom fabricated out of a conventional-hoist extrusion from Hall or a Stoway furling section from Hood. A



The Hinckley Co.

The design team's modern approach to hull and foil configuration is clear in this computer-generated image of the 52.



Rick Friese

The interior of the 52 is inviting and spacious; engine access is excellent with the opening of the center settee.

carbon fiber mast is an option. The interior layout can be tailored to the needs of the owner.

On board: The cockpit aboard the 52 is comfortable, protected by a substantial dodger. The high coaming is cut down aft of the wheel to provide a "rail perch" for a helmsman who sails by the jib. The cockpit locker is spacious enough to swallow almost anything, including a folding stern boarding ramp secured by a special bracket (the boat we inspected is going to Europe). Intelligently, a shelf is included so that everything stowed in the locker does not end up under everything else. As a logical precaution, Hinckley has built boxes around the quadrant and autopilot to prevent stored items from fouling the belts and cables.

Below: The companionway is offset to starboard, which ac-

commodates a pleasant aft stateroom with an adjoining roomy head. The galley is opposite. The layout is practical and offers security for cooking under way, though the undersize freezer might disconcert some.

A low partition separates the galley from the navigator's station and the saloon. The cabin has an open and warm feeling simultaneously. In hull number one, the settee to starboard doubles as a seat for the chart table and is curved to echo the cabin line above; other arrangements call for a dedicated navigator's niche. The curved,

varnished cherry furniture and partitions represent a stylish departure from the darker, more traditionally cloistered Sou'wester 51.

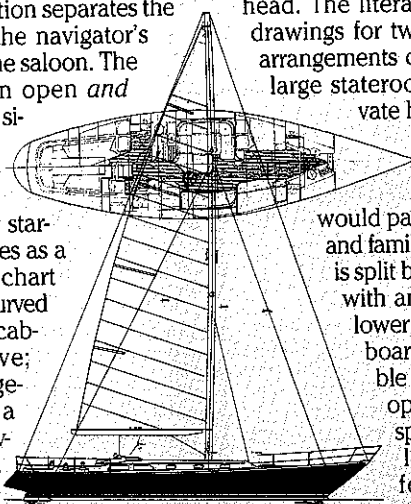
An interesting design element in the layout of the 52 is a wide midline seat that flanks and almost encloses the dining table. The seat has no backrest, which makes it easy to slide in order to slide in on the aft side of the table. The real explanation for its length and breadth lies beneath it: the engine compartment. Correspondingly, engine access is excellent. With acoustic insulation in the boat, four inches of upholstered cushion above and a smooth-running Yanmar 88 underneath, engine noise is barely perceptible.

All five of the Sou'wester 52s built so far feature two staterooms forward and a shared head. The literature shows drawings for two alternate arrangements offering one large stateroom and private head.

The two forward staterooms would pamper guests and family. The space is split by a partition with an upper and lower bunk to starboard and a double to port. Each opens into the spacious head located well forward. A

door in the forward bulkhead gains access to a large stowage locker for sails and deck gear.

Equipment: The Hinckley people make every effort to custom build what they can in order to get the end product right; where this is impractical, standard items are fastidiously selected from respected brand names. The result is a satisfying blend of sensible features and proven off-the-shelf merchandise. In the 52, access to systems is open and convenient. Even the water tanks, fabricated in-house from stainless steel, conform to the shape of the bilge to maximize volume; furthermore, they are designed to be removable for servicing. Marelon ball-valve sea cocks are installed flush with the hull throughout. The galley features a three-burner Force 10 stove and oven, and all plumbing fixtures are from Grohe. The 12-volt DC system is intricately organized and carefully designed to incorporate separate house and starting batteries totaling, respectively, 450 amp-hours and 140 amp-hours, and recharged by separate dedicated engine alternators. The electrical distribution panel complete with master switches and battery meters is quite simply a work of art. Hinckley will collaborate with the owner to tailor whatever combination of DC power, AC power, inverters and generators seems appropriate from one case to the next.



Boat Reviews

Corsair F-24

Corsair F-24

Up Close

by Chuck Hawley

When Corsair Marine introduced the radical folding F-27 "Sportcruiser" trimaran in the late 1980s, their goal was to maximize four in-

redients considered of major concern to the target buyer: speed, ease of storage, day-sailing capability, and low maintenance. They conceived of the boat as a logical if not ideal step up from the beach cat that had become so popular throughout this country among sailors interested in instant excitement on the water. They weren't too far off base; by October 1992, the

company had built 300 of these popular rockets.

The new **F-24** was developed as a lower-priced version of its 27-foot predecessor for entry-level sailors pursuing the same criteria. It is simpler and lighter, without compromising the sailing characteristics of the 27. At the core it is a thoroughly modern multihull in terms of design and material — very light, very fast,

about as advanced as a production boat gets. You might consider it a bit expensive for a 24-footer; it's really not, however, for a boat that sails at 15 knots and has as much usable deck area as this does. And given the versatility of folding amas, a cruising payload approaching 1,000 pounds, and the one-design potential of a competitive program, the dividends begin to