Edited by B. Devereux Barker III

THE SPARKMAN & STEPHENS-DESIGNED PALMER JOHNSON-43

THE PALMER JOHNSON-43 was designed by S&S to race under both the CCA and RORC rules, and indeed they have done well on both sides of the Atlantic since the prototype was launched in Spring '69. This would seem to auger well for their chances under the new IOR Rule. The fiberglass PJ-43 is built in Finland by Nautor Ky and, upon arrival in this country, given finishing touches, rigged and tuned by the Palmer Johnson staff which is experienced in building and working with quality custom yachts. The PJ-43 is being built in limited numbers to high standards. Early U.S. owners include Mark Ewing, Newbold Smith and Pat O'Gorman.

This design is of relatively light displacement and has alternate rigs depending on whether she will be sailed in predominately light or heavy air areas. The flush deck layout is a joy to those working outside the cockpit. She has 6'3" headroom below and a comfortable eight-berth layout.

The PI-43 comes with a long list of standard equipment including such items as steerable trim tab, folding propel teak (over fiberglass) deck, two spinnaker poles and rea ing strut, nine sheet and halyard winches, internal halyz

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rod standing rigging, pressure water and water her shower, dishes and stainless flatware to fit custom stor. areas.

Contact Palmer Johnson Boats Inc., Sturgeon Bay, Wisc. 5: for further information.

loa 43' / lwl 31' / beam 11'8" / draft 6'11" / 818 ft. sail (large rig) 19,800 lb. displ. / 9,000 lb. ballast / 36-hp. Perkins 4-108 diesel

