

NYYC 48

Designer	Sparkman & Stephens, Inc. 79 Madison Avenue New York, N.Y. 10016	
Builder	Nautor Box 10 Pietarsaari, Finland	
LOA	47 ft. 9 in.	14.6 m.
LWL	36 ft. 3 in.	11.1 m.
BEAM	13 ft. 9 in.	4.2 m.
DRAFT: centerboard up	5 ft. 10 in.	1.8 m.
centerboard down	9 ft. 6 in.	2.9 m.
DISPLACEMENT	34,600 lbs.	15,650 kg.
BALLAST	17,600 lbs.	7,950 kg.
SAIL AREA	1,077 sq. ft.	100.1 sq. m.
ENGINE	Volvo Penta MD21A diesel (61 hp)	
FUEL	53 gals.	200 liters
WATER	119 gals.	450 liters
CONSTRUCTION	Molded fiberglass hull and deck; external lead keel; stainless-steel centerboard; aluminum spars; stainless-steel tanks (additional tankage optional)	

In 1936 the New York Yacht Club sponsored a one-design class of 32-foot-waterline racing-cruising boats that were designed by a young but already distinguished yacht architect named Olin Stephens. The NYYC 32s were highly successful, and most of them are still sailing. Forty years later, the same club announced a competition for a new one-design class to be 48 to 55 feet overall and to meet the following specifications:

While rating under the International Off-shore Rule is certainly important, cruising comfort, interior design (including an owner's stateroom), two heads—at least one with a shower, hot and cold water, good refrigeration, a good galley, a good electrical installation, accommodations for eight, are strong prerequisites.

The sail plan should be simple and one should be able to handle the sails and the boat with just a husband-wife team. Also, if possible, the rig should not be taller than 65 feet, so the Intracoastal Waterway can be used. Special attention will be given to either a centerboarder or retractable keel boat—a boat that can cruise the Bahamas, Chesapeake Bay, Inland Waterway, etc., with comfort.

Construction should be either aluminum or fiberglass, diesel engine with fuel capacity for Bermuda Race requirements and 175 gallons of water in two tanks.

The winning design of the 18 that were submitted was a 49-foot centerboarder by Olin Stephens, whose skill and artistry are as salient today as they were four decades ago when he drew the NYYC 32. The plans went out to various yards around the world for bids, all of which turned out to be considerably in excess of what anyone had contemplated (as I was to find soon afterward with *Isle*). The concept of a new NYYC class was too attractive to be dropped, however, and it was ultimately decided that a modified version of the Swan 47, a year-old Stephens design built in fiberglass by Nautor in Finland, would serve just about as well as the competition winner. This boat is called the NYYC 48, since it is not far from 48 feet overall; nowadays, the more informative but also more modest waterline length is seldom used to indicate boat size.

The hull, rig, and accommodation of the Swan 47 were all altered to produce the NYYC 48. The hull change involved replacing a narrow, swept-back fin keel by a longer, shallower keel that houses a centerboard of stainless steel an inch thick. The basic draft was thereby reduced by two feet to a moderate 5 feet 10 inches. The ballast was increased by a ton to make up for the higher center of gravity of the new keel. The 47's rig was too tall for the Intracoastal Waterway and so was shortened by two feet, and the main boom was extended by the same amount to keep the total sail area ample. The new rig is marginally less efficient to windward than the old one, but the larger size and lower aspect ratio of the mainsail make it better downwind—a

fair exchange for shorthanded cruising when a spinnaker will not be used, apart from the bridge clearance consideration. The base of the foretriangle is wide and an inner forestay is provided for a staysail along with running backstays, so the NYYC 48 can be sailed either as a cutter or as a sloop.

Like all Swan boats, the 47 has a fine interior, but the Stephens competition entry had a better one by virtue of slightly greater length and beam. A rethink led to shifting the entire accommodation of the 47 two feet aft for the NYYC 48. This enabled much more stowage space in the forward part of the boat, a larger forward head, a longer main cabin with wider pilot berths, an improved galley, and more room for the engine. (In fact, the new layout is being used for future 47s, too.) The result of all the internal and external changes makes the NYYC 48 quite possibly the best production boat of this size for cruising when good performance under sail is required.

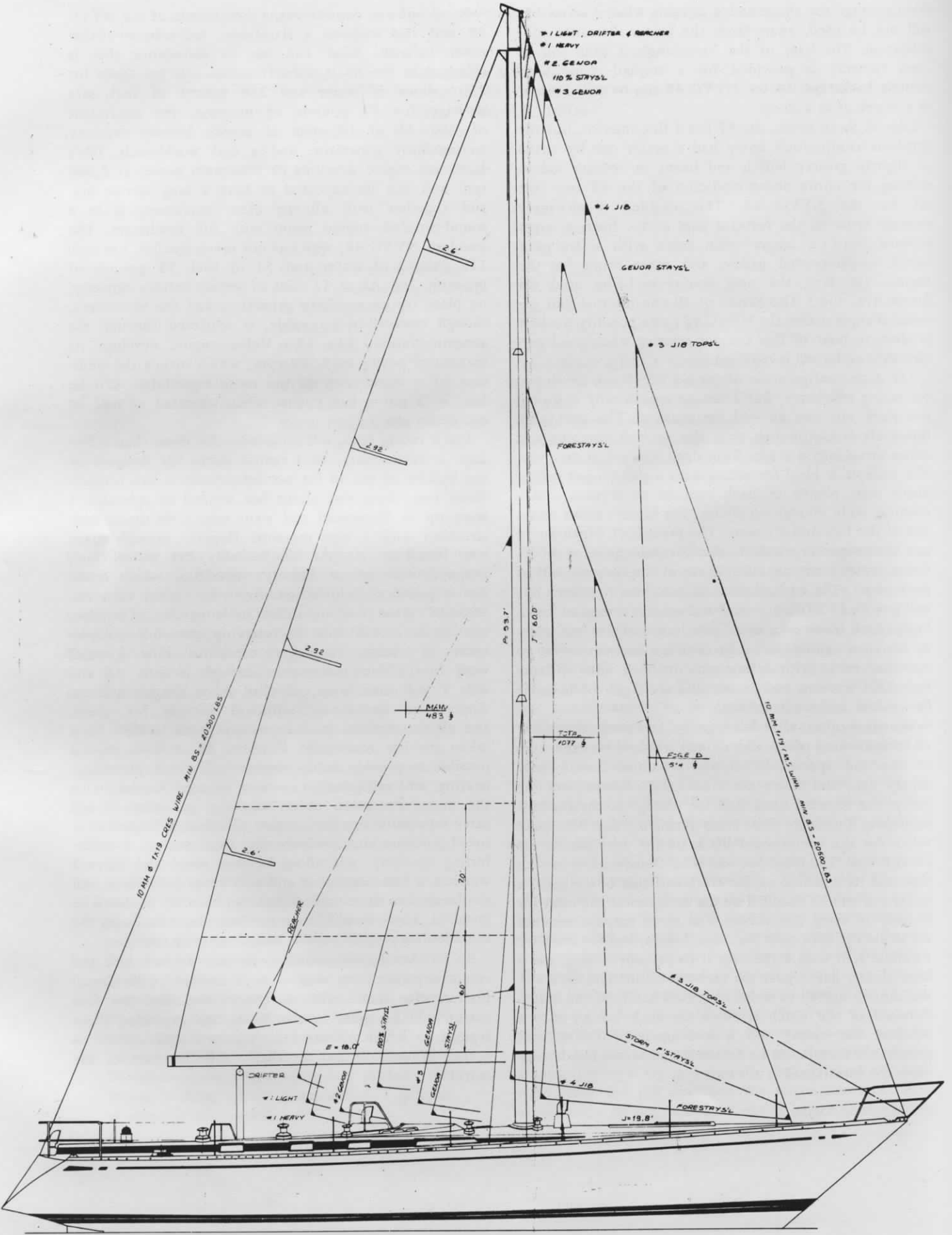
The deck configuration of the NYYC 48 was developed for racing efficiency, but I see no reason why it should not work out just as well for cruising. The low cabin house aft is continuous with the cockpit coaming and tapers away into a nearly flush deck forward of the mast. The cockpit is ideal for sailing with a gull-winged helmsman's seat, plenty of back support all around, and a coaming wide enough to sit on; the liferaft stows under one of the fore-and-aft seats. The mainsheet winch and a pair of Lewmar 55 winches, which are adequate for the jib sheets under most conditions, are at the forward end of the cockpit. The cockpit seats are too short to stretch out on, but this deficiency is handsomely remedied by a bridge deck more than seven feet long and 5½ feet wide. At the after end of the bridge deck is a companionway to the after cabin with safety rails on both sides and the mainsheet traveler, and on its sides are a pair of Lewmar 65 winches and a pair of 48s.

The after cabin, after head, galley, and navigation space all have opening ports, and a fixed window on each side, an overhead opening hatch, and a pair of dorade vents supply light and air to the main cabin. Prisms over the galley, the forward head, and the passage to the forward cabin help illuminate these areas during the day. The Luke winch for the centerboard lift is on the port side of the cabin house. The main halyard is of Gleistein low-stretch rope and its winch is on the starboard side of the mast; a safety rail can be installed on the deck beside the mast for security in using this winch. The other halyard winches are all on the deck near the mast. Forward of the mast are a dorade vent with a rail over it to prevent fouling and a large sliding hatch over the forward cabin. The berths in this cabin hinge up to reveal large bins handy to the hatch. Forward of the hatch is room on deck for an anchor windlass (an extra) and a lever-operated fitting that permits the forestay to be detached and secured amidships when the forestaysail is not set.

In all but one department, a comparison of the NYYC 48 and *Isle* suggests a six-of-one, half-a-dozen-of-the-other balance. What *Isle* has in abundance that is skimped in the 48 is self-sufficiency. *Isle* has tanks for 330 gallons of water and 250 gallons of fuel, safe stowage for 90 pounds of propane, the equivalent of 750 Ah at 12 volts of service battery capacity, an auxiliary generator, and a real workbench. *Isle's* Mercedes engine develops its maximum power at 2,600 rpm and can be expected to have a long service life, and together with all the other machinery is in a sound-proofed engine room with full headroom. The standard NYYC 48, which is not much smaller, has only 119 gallons of water and 53 of fuel, 13 pounds of propane, 285 Ah at 12 volts of service battery capacity, no place for an auxiliary generator, and the machinery, though reasonably accessible, is scattered through the accommodation. The 48's Volvo engine develops its maximum power at 4,500 rpm, which makes the omission of a workbench all the more regrettable. (To be fair, it is not a bad engine when operated at half its maximum rpm.)

For a racing boat, self-sufficiency for more than a few days is unnecessary, so I cannot blame the designer or the builder of the 48 for her deficiencies in this respect. Since everything else about her seemed so splendid, I went up to Pietarsaari and went over a 48 under construction with a tape measure. Happily, enough space was found to expand considerably her water, fuel, propane and service battery capacities, which made her a practical proposition from my point of view. Stowage space has to suffer as a result, of course, but since I will not be carrying the full complement of racing sails her capacious bins forward were meant for, more than enough is left. All the sails I will ever want, plus an Avon dinghy and an Angevine speedboat, outboard motors for them, and all the various other items that were to have been taken on *Isle* readily fit into the 48. It even proved possible to provide nearly the same electrical, plumbing, heating, and refrigeration systems planned for *Isle*, with the major exception of an auxiliary generator; I will carry a portable one just in case. On deck, a Francis two-speed windlass and a self-stowing CQR anchor, a roller-furling headstay, self-tailing Lewmar sheet and halyard winches, a Neco autopilot and a Sailomat self-steerer, and similar aids to shorthanded cruising efficiency could all be installed. There would be no problem about replacing the usual folding propeller with a Luke feathering one.

So I ordered a 48, which is to have a black hull and cream superstructure with a deck surfaced with Treadmaster. Her name will be *Quicksilver*, and her first season will be spent in the Baltic Sea exploring those regions to which *Minots Light's* greater draft denied us access in past cruises in that delightful part of the world.



#1 LIGHT, DRIFTER & BARCHER
 #1 HEAVY
 #2 GENOA
 10% STAYS
 #3 GENOA

#4 JIB

GENOA STAYS

#3 JIB TOPS'L

FORESTAYS

10 MM & 1 1/8 CRES WIRE M/V BS = 20,500 LBS

10 MM 1 1/8 IN. CRES WIRE M/V BS = 20,500 LBS

M/V 485

T/C 1077

EDGE D 5'4"

70'

60'

E = 18.0'

J = 19.8'

DRIFTER

#1 LIGHT

#1 HEAVY

#2 GENOA

#3 GENOA

#4 JIB

FORESTAYS

STORM F STAYS

GENOA

GENOA STAYS

#3 JIB TOPS'L

2.6'

2.92'

2.92'

2.6'

#5 GENOA

#5 GENOA

#5 GENOA

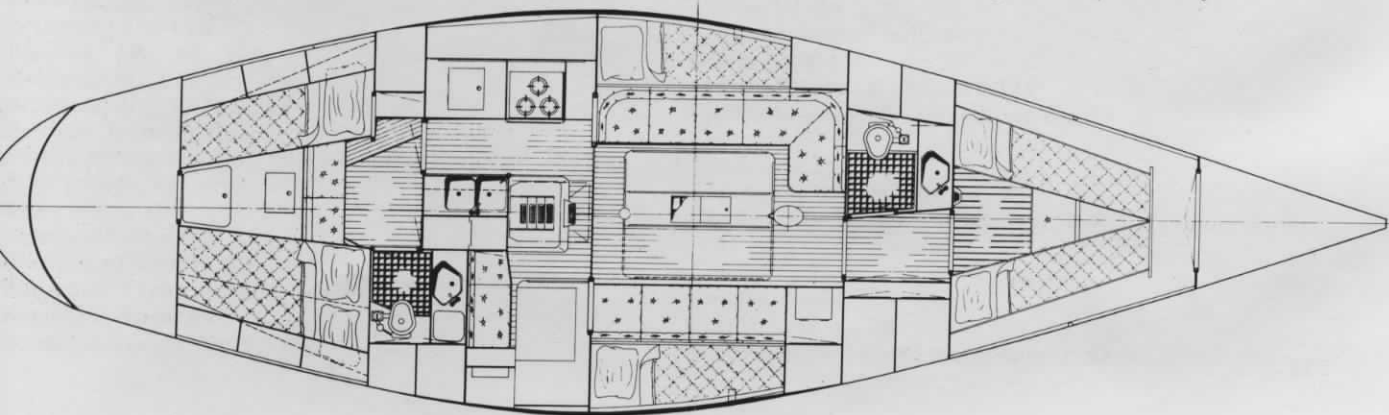
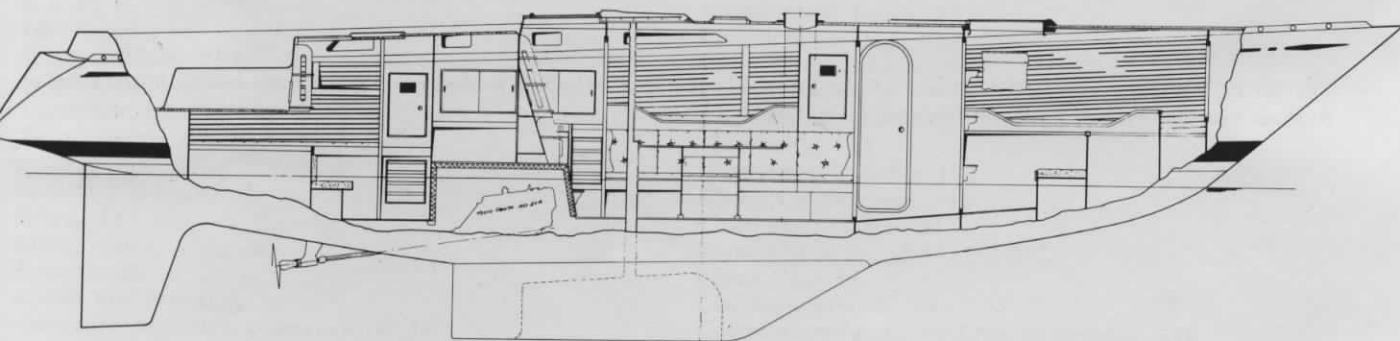
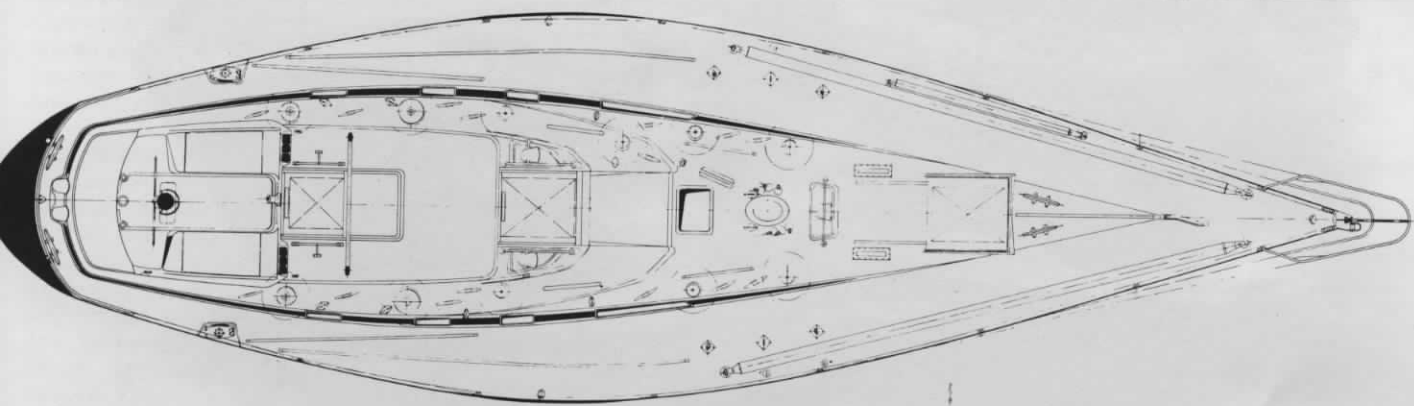
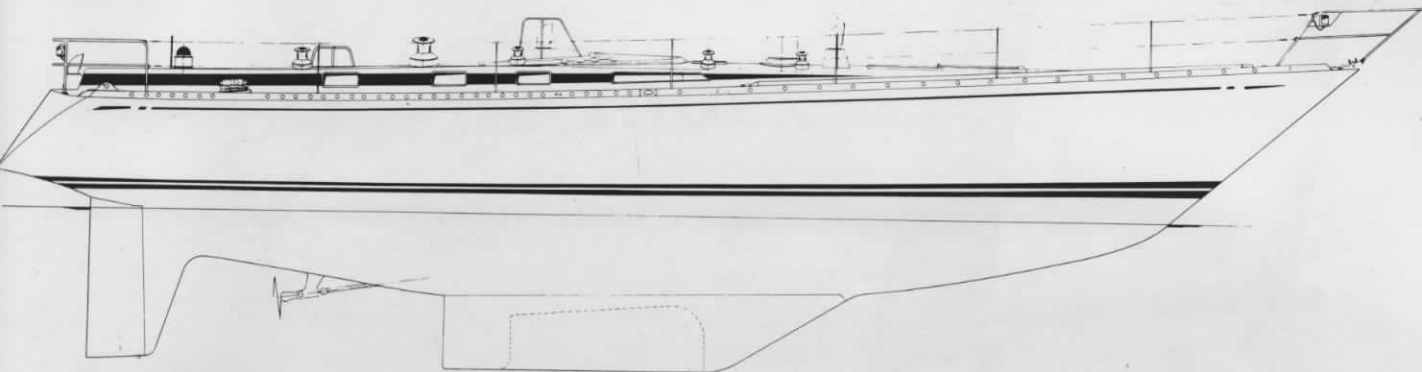
#5 GENOA

#5 GENOA

#5 GENOA

#5 GENOA

#5 GENOA





The NYYC 48 is a centerboard version of the Swan 47, the first of which is shown here in a fresh breeze in the Gulf of Bothnia near her builder's yard in Finland. (Granholm)