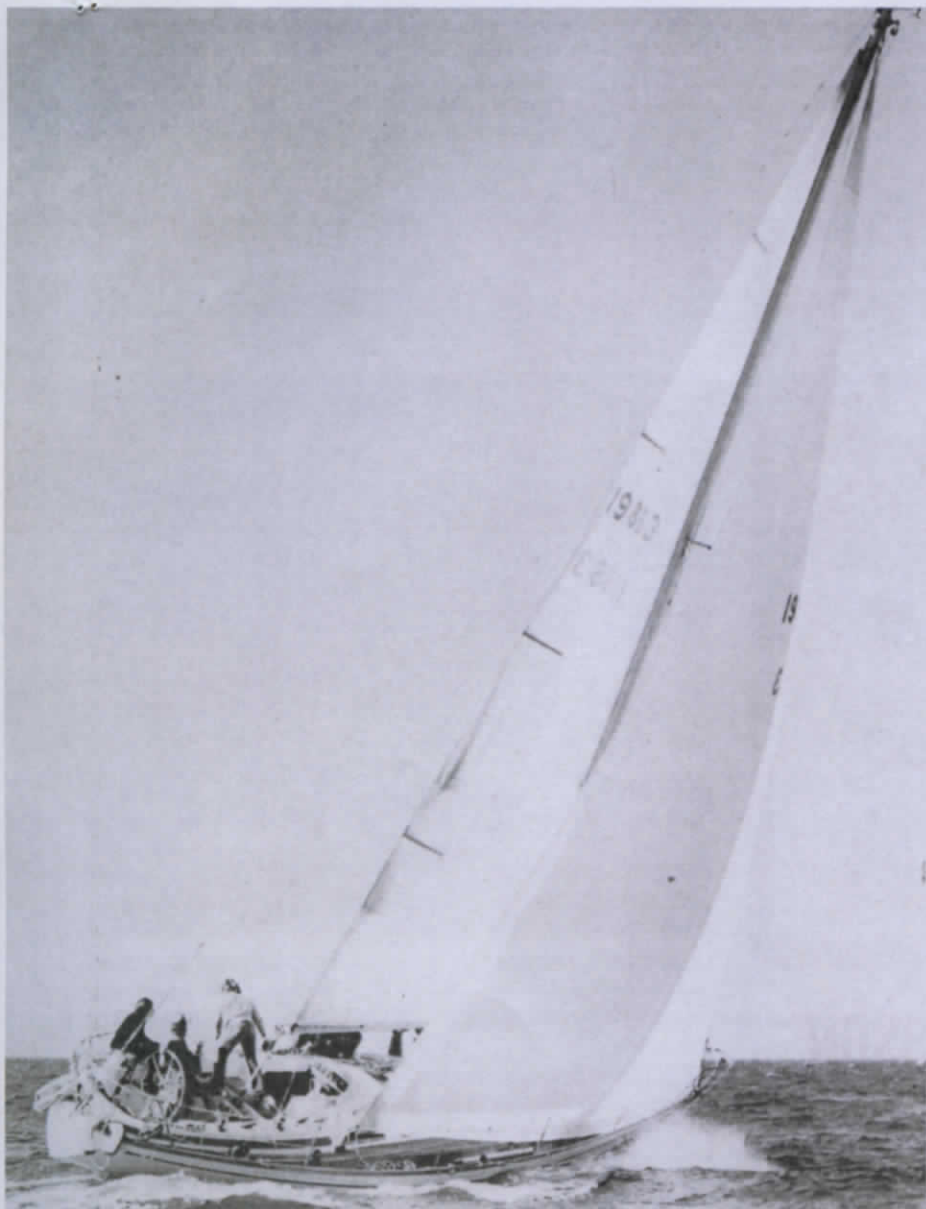


New Boat To Watch

Swan 38

From Finland comes the smallest in a line of meticulously crafted yachts designed by Sparkman and Stephens and touted as the finest production boats in the world. The first to appear in Canada was recently delivered to a Vancouver skipper.

By Gerry Kidd



It is one of our more pleasant duties in this generally pleasant occupation to look at a lot of boats. Many of them don't find their way into the crowded pages of this magazine, but occasionally a craft of extraordinary interest comes along which warrants special treatment.

Late in August a yacht of exceptionally fine craftsmanship and design was delivered to Royal Vancouver

Yacht Club racing skipper John Long. It is beyond comparison with any boat we have seen along the B.C. coast in terms of workmanship and finishing detail, and in its first few shakedown races it gave notice that it will be one of the boats to beat in the coming PIYA season.

Called *Trumpeter*, the boat is a Swan 38, designed by Sparkman and Stephens and built by Nautor of Pietarsaari, Fin-

Sailmaker Dave Miller, left, came out from his North loft in Toronto to sail in *Trumpeter's* first big race, the 80-mile Ballenas affair in September. Skipper John Long, at the wheel, was leading his class until final stages of race, when he sailed into the English Bay hole, ending up second.



land. Long purchased the boat through the U.S. distributor in Oxford, Maryland, but the Swan line, which ranges up to 68 feet, is now distributed in Canada by Bluewater Yachts Ltd. of Vancouver.

She was designed as a One Ton boat, but Long chose to go for a tall-rig option which adds 2.5 feet to the mast, to make her more competitive in our light summer weather. She has been racing this Fall with an IOR of 29.1.

Measurements are 38' x 28'8½" x 11'7" x 6'4". She has a displacement of 16,120 pounds, including 7,050 pounds of lead, for a 43.7% ratio.

The "I" measurement on *Trumpeter* is 51', compared to 48.5 on the One-Ton model, and the "P" is 45.25', compared to 42.75 on the standard boat. The boom was lengthened half a foot to 12.5'.

The hull is built under Lloyds 100A1 for reinforced plastic yachts, and the deck is PVC foam core, covered with teak. Construction, to a very high stan-



Meticulous teak journey on deck is attention-getting display of Finnish craftsmanship. Two spinnaker poles have slotted storage areas.

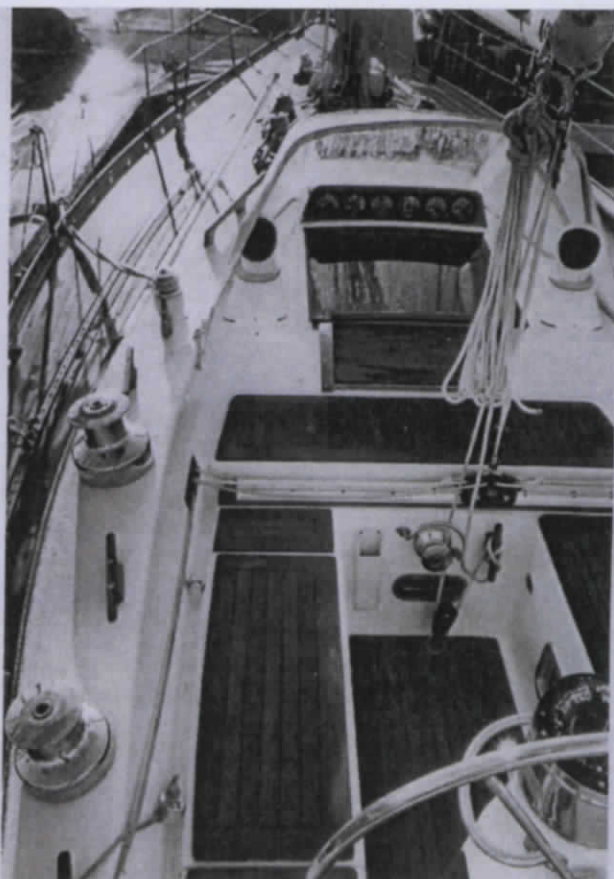
Standard, is conventional, with extensive use of stainless steel in keelbolts, chainplates, rudder stock, docking plates, stem fittings. Even the emergency tiller is stainless.

She is equipped with a Hoon 1 winstay, a California-built Kreuger hydraulic backstay and Norseman rigging ends. The auxiliary is a 20 HP Bukh diesel, a Danish two-cylinder engine with a 2.5:1

gear. The engine room has a blower, and the stainless fuel tanks hold 27 gallons.

There is no pressure or hot water system, but there is hand-pumped salt and fresh water in both galley and head sinks.

The outstanding joiner work is what separates this yacht from the average production boat. The corners of hatches, seats, bureaus, are all rounded, as are the corners of partitions. Hooks, lanyards and bumpers control the swing of doors.



Primaries in the cockpit are three-speed Lewmar 45s, with Barient 30 two-speeds as secondaries. Large sailbins are under cockpit seats.

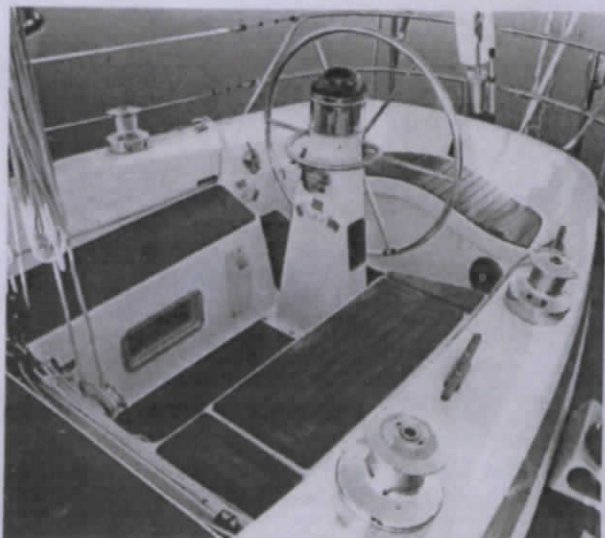
The cabin sole is laid teak. Although the windows in the cabin trunk are fixed, the cockpit well has one opening port over the quarter berths.

As shown in the pictures, the interior is entirely finished in hand-rubbed teak, done to a satin finish, creating a rich, warm atmosphere.

The main companionway hatch is large enough to permit passing the main



Unloaded in Vancouver harbour, *Trumpeter* shows hull lines to longshoremen. She has fairly long fin keel, for good lift, a skeg with large rudder.

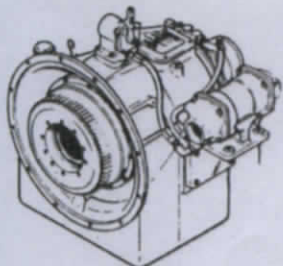


Unusual helmsman's seat provides comfortable contours at all angles of heel.



MARINE GEARS

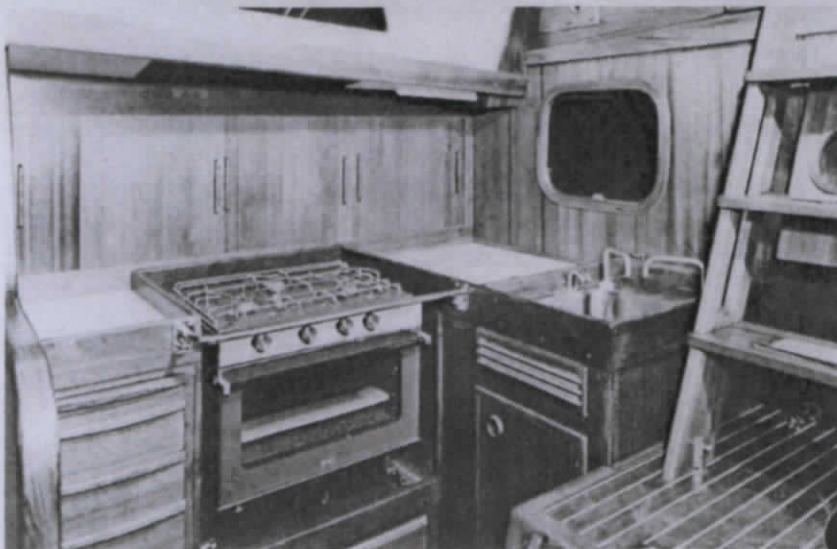
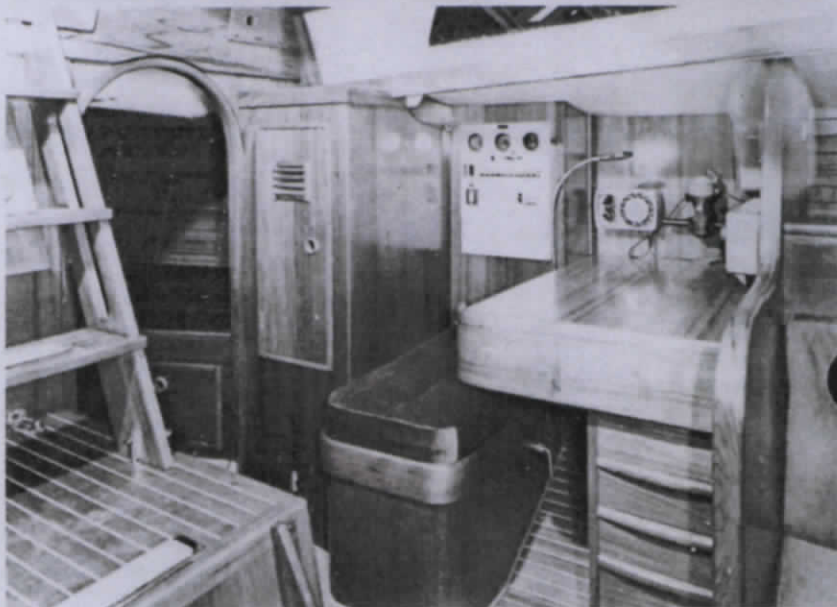
- PARTS FOR SN & PARAGON TRANSMISSIONS
- VEE DRIVES
- JET DRIVES
- STERN DRIVES
- CAPITOL - 4HE & 2HE 10200 & 10700
- ALL RATIOS NEW & REBUILT
- CAPITOL - HYC - 6900 1 1/2/1 RATIO - REBUILT
- HYC - 10300 3/1 RATIO - REBUILT
- PARAGON SAID 1/1 MANUAL P-200 SERIES
- WARNER ALL MODELS NEW & REBUILT
- TWIN DISC - MG - 165 2/1 - NEW
- MG - 506 2 1/2/1 SPURGEAR NEW
- STERN DRIVES DANA MODEL 81 & 91 NEW & REBUILT
- JET DRIVES - JACUZZI MODEL 12WJ NEW



NOR-WEST

GEAR & ENGINE CO. LTD.
Marine Transmission Specialists

5085 Regent St., Burnaby, B.C.
(604) 291-9451, Telex 043-54566



Interior is entirely finished in hand-rubbed satin-finish teak. From top, the main cabin looking aft, navigator's station with arched entrance to quarter-berths in surprisingly rooming stern cabin to left; galley with gimbaled propane stove.

engine, and the foc'sle hatch, unlike those of many modern boats, is large enough to allow passage of the number one genoa bag.

The galley has a propane stove with oven, single sink with fresh and salt water pumps and ample storage for glasses, dishes, etc. The racks, shelves, bins, are all teak, of course. The stove is gimbaled and the stove space is sheathed in stainless steel and asbestos insulated. The 10-lb propane tank is specially mounted with a drain through the hull. Insulation in the ice box is 4" thick, and it is top opening, lined with fibreglass.

Ventilation is provided by three Dorades.

The inside of the joiner work around the engine compartment is lined with sound insulation, and the little diesel can hardly be heard on deck.

The electrical system is 12-volt, and three 95-amp batteries, two for lighting, are supplied. The system is controlled by a circuit-breaker switchboard.

On deck, the boat is lavishly equipped, with almost everything except the hydraulic backstay adjuster supplied as standard equipment. Most winches are Lewmar. Servicing the mast are a 2-speed 40 for the spinnaker halyard, a 2-speed 43 for the genoa halyard, No. 1 reel winch for the main halyard. The fourth winch in this cluster is a No. 8 for the foreguy. In the cockpit the primaries are three-speed 45s, and the secondaries are two-speed Barent 30s.

The list of standard equipment covers many pages, and includes such things as a Danforth 22 anchor and chain, two dodgers for the main and forward hatches and light, medium and heavy sheets for all sails.

The sail inventory was supplied by Dave Miller's North loft in Toronto, and consists of a 165% light genoa, a 150% heavy genoa, a 135% genoa with reef points, a drifter, a staysail, a light .75 chute and a 1.5 chute. The main has 2-point slab reefing, with the rigging running internally through the boom.

In addition to the Twinstay, a spare headstay is supplied.

A complete set of Brookes and Gatehouse instruments were fitted, including boat speed, wind speed, close-hauled and 360 direction indicators, a performance dial and depth sounder.


Long will compete in the full schedule of PIYA and local club events in 1975, and intends to take part in the Victoria-Maui race in '76. He has no intention at the present time of trying to get the boat into One-Ton, because the addition of about 700 pounds of lead forward would probably seriously affect her performance. But with his present rating of 29.1 he rates under such good local boats as the C&C 35, and has almost three feet on the two-tonners, with whom he has been racing on a boat-for-boat basis this fall, and more than holding his own.

The boat has attracted a lot of attention among B.C. sailors since its arrival in early December, and several are dickering on sisterships with the local dealer. But at a delivered price of \$106,000, plus sails, she will not be the answer to everyone's boating needs.

For those who are hung up on extremely fine quality in design and workmanship, this could well be the ultimate boat, barring excursions into the rarified air of the custom manufacturer. ☐

Stanley C. Huntingford
Yacht Designer.

3912 Marine Dr., West Vancouver
Telephone: 922-1882



MARINE INDUSTRIAL INTERIOR


Design

S. I. VAGVOLGYI LTD.
NAVAL ARCHITECTS & YACHT DESIGNERS
#301, 9775-FOURTH STREET
SIDNEY, B.C.
656-1448

South Coast Marine Ltd.
4363 Dawson St., N. Burnaby
298-0352

Indoor Shop Facilities
For Vessels to 40 ft.
"SPECIALIZING IN"


- Engine Rebuilding
- Fibreglassing
- Electrical Repairs
- Jet Installations
- Trim Tabs Installed
- Quality Cabinet Work



AQUARIUS IS NOW IN B.C.


The famous Aquarius Trailerable Sailboats from Coastal Recreations Inc. are now available in B.C. at Ed Richardson Ltd.

AQUARIUS 21




21' x 18' 3" x 7' 10" x 12"
x 4' 7" centreboard down

AQUARIUS 23



22' 8" x 21' 2" x 7' 11" x 13"
x 4' 7" centreboard down



Mobility

Aquarius Sailboats are designed for convenience and mobility. They sit low on the trailer so you can use them as campers while "aground" at your campsite.

Watch for the introduction of Santana 21' to 39' Sailboats soon

ED RICHARDSON
2043 East Hastings St. Phone 255-2622

Ed Richardson Ltd.
2043 East Hastings St. Vancouver, B.C.

Please send me more information on the Aquarius checked below:

Aquarius 21 Aquarius 23

Name _____
Address _____
City _____
Phone _____