

BRISTOL CHANNEL CUTTER SPECIFICATIONS

FIBERGLASS. Our hull is hand laminated using 7½ oz. cloth, 1½ oz. mat and 24 oz. woven roving. This is solid fiberglass -- we use no core material. The schedule is: first the color gel coat, then a dark back up gel coat, then mat and cloth followed by several alternating layers of mat and woven roving, and finishing with a mat and cloth, over the whole, to provide a smooth interior. The roving build-up is increased below the water line, in the bows, on the transom and in the area of chain plate attachment. The stem and bottom of keel are especially heavy for great strength and impact resistance. Gel coat is a light ivory and the boot top is standard.

The deck gets similar treatment with fewer layers of glass but with ply core sandwiched in to provide stiffness. Non skid pattern in contrasting color is molded in. The deck, trunk cabin, scuttle hatch and cockpit are all part of this one piece molding.

HULL/DECK JOINT. Our hull has a wide in-turning flange at the sheer on which we set the deck after first bedding heavily with a non hardening adhesive compound of polyurethane. We then thru bolt the deck to this flange with ¼" stainless steel on 5" centers. Next we install a wood cover board, in a recess around the perimeter of the deck, fastened with S.S. screws driven thru the deck and hull flange. These fastenings are also on 5" centers, alternating with the bolts. Later the wood bulwark stanchions, taffrail knees, and quarter timbers are fastened down with ½" bolts thru the cover board, deck and hull flange. Each of these fastenings, (some 350 in all), is contributing strength to this absolutely solid, watertight joint.

BALLAST is 4600# of lead, precast to fit the hull cavity, and bonded over with mat and rovings, creating a sealed, watertight capsule.

RUDDER is built with a thick fiberglass skin surrounding high density, closed cell polyurethane foam. It is fastened to the hull with 3 sets of heavy bronze pintles and gudgeons. Ash cheek blocks are bronze fastened to the rudder blade to accept the tiller. Altogether a very strong and handsome rudder.

EXTERIOR WOODWORK. With few exceptions all exterior wood is genuine Honduras Mahogany, with Teak being an option at added cost. The exceptions: forward bitts and rudder cheek blocks are White Ash or Oak: Bowsprit is laminated from vertical grain Douglas Fir.

Our **COVER BOARD** is installed in a recess around the deck perimeter, well bedded, and fastened with stainless steel screws thru the deck and hull flange. Next we install a **RUB RAIL**, just below the cover board, running almost full length port and starboard. This rail is firmly attached to the hull side and to the cover board so that the hull/deck joint is completely enclosed within a strong, watertight structure. The rub rail is increased in depth in the area of the chain plates, to provide a wider base for the shrouds, allowing them to be led over our 7½" high bulwarks.

The **BULWARKS** are supported by stanchions on 20" centers and planked with Mahogany, with 1" spacing between the lower plank and deck over half the vessel length to allow fast water runoff. 6 bronze hawse holes are installed in the bulwarks to handle the dock lines. The handsome stern taffrail finishes off the bulwarks in traditional style.

HATCH COVERS are built of Mahogany for the companionway, skylight and forward scuttle hatches. The skylight has panels of 3/8" Lexan, protected by brass rods. The other two wood hatches will have top surfaces planked with teak and seamed with Polysulfide. All are strikingly beautiful. The lazarette hatch lies flush with the deck and is made of fiberglass.

COCKPIT COAMINGS are laminated of Mahogany and extend aft from the house in a gentle curve to keep you dry and comfortable. They are fastened to the deck house and to the deck and are further supported by the bronze winch stands near their center.

The **HARDWOOD BITTS** forward, each 5-3/4" x 2-3/4", are capped with bronze plates. They pass thru the deck, which is heavily reinforced at that point, and are rigidly fastened below. They are designed to firmly anchor the bowsprit and provide a bollard for the bow lines.

The **BOWSPRIT AND BOOMKIN** are stoutly made to handle the rigging loads. The bowsprit is the "reefing" type and may be drawn inboard between the bitts to shorten boat length by about 6'. The boomkin extends aft to take the backstay and also protects the rudder from errant boatsmen and provides a fine base for a wind vane.

HANDRAILS and an attractive **DRIP MOLDING** are added to the deck house to complete our exterior woodwork.

We will varnish the bitts, bowsprit and rudder cheek blocks -- all other woodwork is given several coats of Deks Olje #1.

MAST AND BOOM are grade 6061-T6 aluminum extrusions. The mast is tapered in its upper section to lighten its weight and give it pleasing proportions. It passes thru the deck and is stepped on the lead ballast below the cabin sole -- the strongest means for installing a mast. The mast is rigged with double spreaders, an extra set of sheaves in the head, anchor light, bow light and three bronze halyard winches. The electrical wiring, including a radio Co-Ax cable, is enclosed in PVC tubing and attached inside the mast. The boom is equipped with outhaul assembly and hardware for jiffy reefing system. Both mast and boom are painted with long lasting polyurethane.

STANDING RIGGING. The wire is 1 x 19 stainless steel, rotary swaged to the proper turnbuckles and marine eyes. Custom made stainless steel rigging hardware is installed and strongly thru bolted. The gammon iron at stemhead incorporates two anchor chain rollers.

SPECIFICATIONS CONT'D.

DECK HARDWARE. All bronze, including four Barient sheet winches, two winch stands for jib sheet winches, six hawse holes in the bulwarks, two 1½" cockpit drains -- piped to bronze seacocks, eight Herreshoff style cleats of varying sizes, nine blocks with neoprene cheeks and two brass cowl ventilators, one on foredeck, one aft.

INTERIOR — ROUGHING-IN. The foundation of our interior is marine grade Douglas Fir and Teak plywood with all structural members individually bonded to the hull creating a solid, integral unit. No fiberglass liner is used. Major bulkheads of 3/4" ply are thoroughly bonded to the hull and overhead using materials up to 12" wide to obtain the integrity required in an ocean cruiser. We insert foam between these bulkheads and the hull, before bonding. The basic cabin sole is 3/4" ply which is later overlaid with solid Teak planking. Large hatch openings in the sole permit easy installation or removal of water tanks and smaller openings, within these hatches, afford access to the tank fills.

The remainder of the basic interior is roughed in with 1/2" and 3/4" ply, as required, and is properly cleated and screwed together and well bonded wherever pieces join the hull.

INTERIOR--FINISH JOINERY. After completion of the "Rough-In" stage we go on to the finishing work. To the bulkhead surfaces we bond a fiberglass veneer which has an off-white gel coat surface with simulated plank grooves. This material is abrasion resistant, easy to clean and adds a lovely traditional look.

Other visible flat surfaces of the interior, except counter tops and cabin sole, are done in Teak plywood and all trim and finishing in solid Teak. The counters are finished with formica and the cabin sole is planked with solid Teak. We install a deep drip molding full length of the coach roof, under the ports, to collect any moisture and to provide secure hand holds in a seaway.

Our boat is insulated overhead, as far forward as the sail locker bulkhead, and topsides, from deck down to the berth tops. The overhead insulation is covered with the same material we used on our bulkheads and finished off with thwartship wood battens, providing an attractive detail. The topside insulation is covered with horizontal ceiling strips of spruce or cedar. We believe our interior has a very pleasing blend of materials — the soft brown of the teak, the lighter tone in the ceiling strips and the off white bulkheads and overhead. The owner will have a choice of quality upholstery fabrics for the cushions and for the curtain in forward passageway.

INTERIOR-GENERAL. Included in standard interior are: deep stainless steel sink in galley with foot pump and bronze seacock; stainless steel hand basin forward; concealed porcelain head with portable holding tank, and a diverter valve to allow overboard dis-

charge where legal; diaphragm bilge pump; 48 gal. stainless steel water tank under sole (additional water tankage optional); top loading ice box with removable plexiglass shelves and 3" foamed insulation; stainless steel two burner Kerosene stove with oven; hinged galley counter, providing 4 sq. ft. additional surface area; 4" fire retardant foam cushions. Natural lighting and ventilation below are provided by six bronze full opening portlights and the hinged skylight in main cabin, two non-opening deadlights in forward hatch coamings and two cowl vents on deck. In addition, the drop board in forward hatchway may be removed to provide additional light and ventilation. The port berth is designed to be locked in place as a pilot berth or can be extended inboard on rails to provide a double. When interior has been completed, with teak sole and overhead insulation, the head room will be approximately 6' 1". All berths are 6' 6".

ELECTRICAL. 12 volt electrical system will include a 9 breaker control panel with battery monitor, master switch and two 95 amp. deep cycle batteries. Exterior lighting will include the lower running lights, steaming light and anchor light. Interior lighting includes a fluorescent in the galley, chart table light, reading light at each berth and dome lights over the work bench, in the sail locker and the engine compartment.

ENGINE. Volvo Model 2002R, two cylinder Diesel. 18 Shaft H.P. D.I.N. Our installation includes instrument panel and control unit located in the cockpit and the following accessories: 95 Amp. hr. battery; electrical and manual starting systems; primary and secondary fuel filters; raw water strainer; 26 gal. aluminum fuel tank with deck fill; bronze seacock, shaft and propeller; 50 amp. alternator and a shut-off valve in exhaust for heavy weather sailing. A drip pan is incorporated into the engine mounting bed. This is an extremely easy engine to service with all important check points located near the front.

SAILS. Standard with our completed boat are the three basic working sails of the cutter rig. These are best quality white Dacron cloth with Tanbark optional at added cost. The main, made in 8 oz. cloth, is battenless, has two rows of reef eyes, cunningham hole, reef rings, B.C.C. logo, leech cord and boom cover. The Staysail, also 8 oz. cloth, has 1 row of reef eyes. The Jib top is 7¼ oz. material. All are triple stitched. We furnish sheets, halyards, topping lift, shackles, sailbags and boom cover.

MISCELLANY. The completed boat is equipped with single 26" lifelines with gates both port and starboard. Stanchions are double wall stainless steel and are bolted both to the deck and bulwarks. A quality 4" Ritchie compass is installed on aft side of house.

Let us know if you would like to visit one of our boats and we will be happy to put you in touch with the owner nearest you.