

# P E R R Y

## ON DESIGN



**Links:** [\[Vanguard Nomad\]](#) [\[Ocean Star 48.1\]](#) [\[Najad 400\]](#) [\[Sea Quest 36\]](#)

### Vanguard Nomad Daysailer

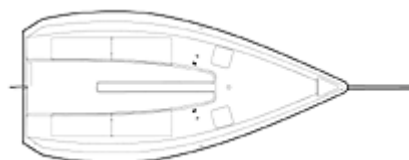
A responsive scow for the Optimist graduate and expert alike.



When I think back to the 1960s when I began sailing in Seattle the family daysailers in the 17 to 19 foot range that come to mind are the Thistle and the Lightning. Seattle had a small Thistle fleet but a very large and active Lightning fleet partially due to the influence of the Clark family and their boatbuilding efforts.

Both were nice boats and capable of being raced by mom, dad and a kid or two. If you really wanted to go fast you sailed an International 14, but they were and remain demanding boats to sail and expensive boats to own because of the constant need to upgrade in order to stay competitive.

In my opinion the Laser dinghy changed everything—immediately the performance standard was raised. Dinghies were now expected to plane quickly and sailing and swimming were often synonymous.



In the last 10 years there have been efforts to combine modern performance with comfort and stability and this is exactly what Vanguard's Steve Clark and designer Bob Ames addressed in their new 17-footer, the Nomad.

The goals for the new dinghy were an easily driven hull with planing potential, performance sailplan with asymmetrical spinnaker, crew of three to four adults, a sense of comfort and safety, self-bailing cockpit so the boat can live on a mooring, lots of storage and the option of an outboard motor.

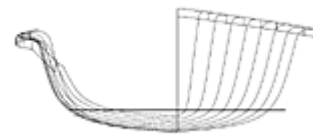
The hull of the Nomad features 8 feet of beam at the deck achieved with flared and flanged topsides on a hull with a nominal beam of 7 feet. BWL is moderate, 5.39 feet, for initial stability. Max beam is well aft where you will want the crew weight when you press the boat hard. The entry is fine with a half-angle of entry of 17.5 degrees. Fore and aft rocker is moderate with the chest of the boat farther aft than most other high-performance dinghies. There is a hint of deadrise throughout the bottom of the Nomad.



The deck cockpit of the Nomad is designed so you have the option of sitting in the boat with a short seatback, angled for comfort or you can sit on the rail. The rail is about 8 inches wide aft and that's

enough to be comfortable when hiking.

One of the more interesting aspects of this deck is that the seat level continues around the boat making a well of sorts forward of the mast. This provides good safety for kids and makes it very easy to move around on this boat. The cockpit is very clean and control lines have been routed to keep them out of the cockpit. The mainsheet is on a bridle on the transom but from there it leads through the bilge to exit at the top of the centerboard trunk.



The rig is very simple with swept spreaders and a retractable bowsprit. Rig size was chosen with an eye to make one person rigging and de-rigging easy. The jib is on a roller furler and it has been found that it's best to de-power the rig by furling the jib and sailing under main alone. The compression vang also helps keep the cockpit clear during tacks and jibes.

There is a lot of appeal to a dinghy that can be sailed as a catboat. You can get your kids started with the boat using just the main and then let them add the jib when they feel confident.

The Nomad is easily trailerable at less than 700 pounds. You don't need a Hummer to pull this one. I'd like to give this one a go.

### Our Best Estimate of the sailaway price

OBE: \$12,760 with trailer

### Specs:

LOA 17'2"	Weight 665 lbs.
Beam 8"	Sail Area 173 sq. ft.
Draft 4'2"	

Vanguard Sailboats - 300 Highpoint Ave - Portsmouth, RI 02871  
[www.teamvanguard.com](http://www.teamvanguard.com) (800) 966-SAIL

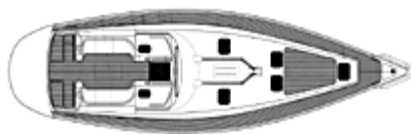
### Ocean Star 48.1 Bluewater Cruiser

A comfortable boat for chartering.



Sometimes I visit the various sailing Web sites. I'm always keen on picking up on the comments made about the SAILING reviews. It seems that there is a need to remind you, dear readers, that I am only reviewing the material I receive. In a few cases I can see the actual boat and in even fewer cases I may get the chance to sail a boat I am reviewing. But usually I am just looking at drawings. Having been drawing boats for the past 43 years, I do feel qualified in this area.

The Ocean Star 48.1 is built by Ocean Yachts in Hellas, Greece. I understand the design is done in-house, but I would have preferred



to see a little more effort put into shaping the deck structures. That truncated vertical ending to the coamings aft is a wee bit hard on my eye. Of course this is compounded by the distinctively bland drafting style. There is just no life to this image. I'm not saying it's a bad design, I'm just less than impressed with the design presentation.

The most distinctive thing about this hull form is the reverse to the counter profile aft. There is a definite hook to the counter. The benefit to this is that it makes the stern bigger and that would give you a bigger swim platform. But why didn't the designer just eliminate the hook and give the boat a longer DWL? That way he would have a faster boat with even more volume aft. It's academic anyway, the drawings show no swim step. I'm inclined to think that there will be one but showing it on the drawings was not deemed vital to the appreciation of the design.

The D/L is 216. The keel looks too far forward to my eye. If the keel were moved aft about two feet I think the ballast could be reconfigured to take care of the trim issues while producing a boat that was less prone to weather helm. The rudder is a partially balanced spade on a half skeg.



The accommodation layout is aimed at charter groups. There are four staterooms with double berths and three heads. This layout looks well thought out. The trick with squeezing two staterooms in forward is the access to the rooms. Leaving room for those two doors eliminates options with your saloon layout.

The sailplan shows an almost IOR-like ribbon mainsail, one that's very short on the foot. This will help with the helm balance. Ribbon mains aren't much fun off the wind. In this case the mainsheet is well forward on the boom and the short foot helps with this. The sailplan drawings shows a lot of sweep to the spreaders, certainly in excess of 20 degrees. There are also forward lower shrouds, which is desirable when you have swept spreaders on a deck-stepped mast. You can't induce pre-bend with a deck-stepped mast without forward lowers.

The SA/D is 14.3. I checked this number a couple of times to make sure it was correct and it is. This is a low SA/D and indicates that this boat will not be a light air flyer. However, we would have to know where the boat is intended to be sailed before commenting further. If this boat is going to be sailed in an area where they get a steady 20 knots every day this rig will be perfect.



The deck plan shows a large cockpit with two wheels. This layout is perfect for direct access to a large swim step carved into the transom but again, it doesn't show on any on the drawings I have.

I like to think that in person this boat will have more appeal than it does in these simplistic drawings.

### **Our Best Estimate of the sailaway price**

OBE: \$320,000 charter version

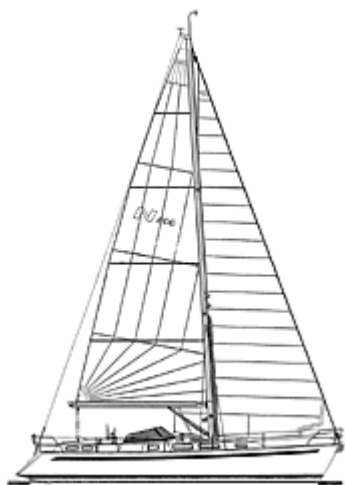
**Specs:**

LOA 46'6"	Draft 6'3"
LWL 37'9"	Displacement 26,432 lbs.
Beam 13'9"	Ballast 8,960 lbs.
Sail area 783 sq. ft	SA/D 14.3; D/L 216
L/B 3.38	Auxiliary Yanmar 75hp
Fuel 94 gals.	Water 208 gals.

Ocean Yachts - 6 Afxediou Str - Alimos 174 55, Greece 30 210-985 5518 [www.ocean-yachts.com](http://www.ocean-yachts.com).

### Najad 400 Bluewater Cruiser

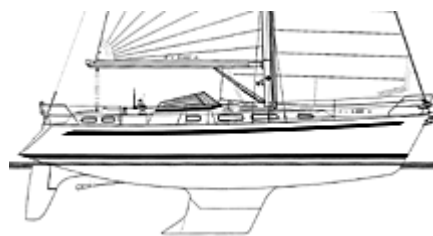
Spacious accommodations in a center-cockpit design.



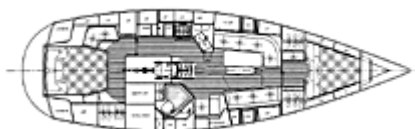
As a kid I would get up in the morning, pour myself the first of many bowls of cereal totally covered in white sugar and chomp away while studying the designs of Bill Garden, Bill Atkin, Bill Tripp, Phillip Rhodes and my all time favorite, K. Aage Neilsen.

It's no wonder I developed a reverence for the presentation of a design. Those guys could make the drawings talk to you. The boat would come alive on the paper. Garden's little cat schooner Bug had a guy asleep on the berth with a bottle of whiskey cradled in his crossed arms. The lacelike quality of Neilsen's line weights gave the boat an implied three-dimensional vitality and the exaggerated line weight shading of Phil Rhodes drafting style also lent a 3-D look to drawings. These drawings captured my heart. Compare these Judel/Vrolijk drawings of this new Najad 400 model with the drawings for the Ocean Star and you will see what I mean.

Forty feet is short for a centercockpit boat. This length challenges good designers spatially and aesthetically. J/V has done an excellent job with this design. The freeboard is on the high side but that helps with accommodations by allowing the cabin sole to come up, and as the sole rises it gains area. The sailplan shows a good looking boat with a fixed windshield and a low cockpit coaming rising above the long cabintrunk. The spinnaker pole will be carried on the mast when not in use. This not only eliminates the necessity of struggling around the deck with the pole in your arms but in this case there is very little free deck space to stow the pole on deck without it being a major obstacle. It causes weight and windage aloft stowed on the mast but it is convenient.

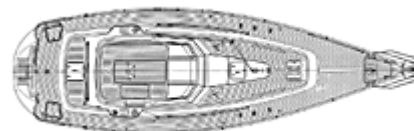


Using I, J, E and P, I get a SA/D of 14.13. This is very close to that of the Ocean Star. Maybe we are starting to see a reaction to the towering cruising rigs with SA/D ratios in excess of 20. Lots of sail area is fun when it's light but not fun in a blow. If you want light air speed and pointing ability the 53-horsepower Yanmar should do it.



You can choose from three interiors with the major options being in the way the boat is arranged aft of the cockpit. The standard layout shows a centerline double berth aft and one head accessible from the saloon. You can have outboard single berths aft or you can even go with two staterooms aft. It looks like you have to walk through one stateroom to get to the other. The galley extends down the passageway and there is no room for dishes on either side of the sinks. Of course this is no problem when you are heeled over because you'll put the dishes in the sinks. You can have a settee berth to starboard or you can go with Streisand chairs. It's a lot of interior for 40 feet and you give up fo'c'sle and lazarette to get it. There is one deep cockpit locker but it looks to me like this space, while big, would be hard to use efficiently. There are also small, saddlebag-style lockers in the quarters but there is no voluminous lazarette. Najads are built to order so some customization is possible.

The deck has no surprises for us. The cockpit is on the small side as you would expect from a 40-foot center-cockpit design. There is a flush hatch on the foredeck for access to the small fo'c'sle. Chainplates are smack in the middle of the side deck. I know you hate this but it's really where they need to go in most cases if you want to be able to sheet a genny in and go to weather. Sorry.



The Najad would make a great cruising boat for a couple with two kids.

### Our Best Estimate of the sailaway price

OBE: \$310,000

LOA 40'	Draft 6'7"
LWL 34'3"	Displacement 26,840 lbs.
Beam 12'7"	Ballast 8,800 lbs.
Sail area 796 sq. ft.	SA/D 14.13
D/L 299	L/B 3.18
Auxiliary Yanmar 4JH3	Fuel 51 gals.
Water 132 gals.	

Najad -Najadvarvet AB, S-473 31 Henån, Sweden  
46(0)304 360 00 - [www.najad.se](http://www.najad.se)

In the U.S. contact: Seacraft Yacht Sales -927 N. Northlake Way Suite 100 -Seattle, WA 98103  
(206) 547-2755 - [www.seacraft.com](http://www.seacraft.com)

### Seaquest 36 Racer

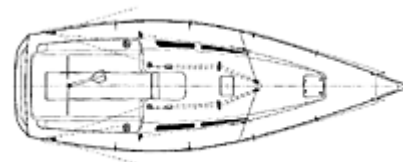
A powerful racer with the potential for cruising.



Reichel/Pugh has been responsible for some exciting fast racing yachts recently, including Roy Disney's Pyewacket and the 86-foot Zephyrus. They also did the Team Dennis Connor America's Cup boats. Add to these a slug of line honors-type big and exotic boats like Shockwave. Clearly they work

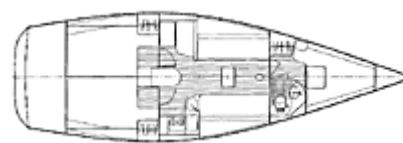
in rarified but pleasant air. This new 36-footer built in the UK by Seaquest yachts brings R/P down to earth somewhat. The 36 is primarily a racing yacht but it has interior features that could make it a comfortable cruising boat if your cruising preferences lean toward the light and the quick.

This hull shows a tight turn at the bilge and a pronounced flat bottom that fairs out toward the transom. By the time you get to the transom the sectional shape is almost round. The topsides are very flat with almost no convexity to them at all. The angle of entry for this fine bowed yacht is 17 degrees. If you mentally heel this shape over 20 degrees it creates a very symmetrical shape with a narrow heeled BWL. It looks to my eye like the LCB is quite far aft on this.

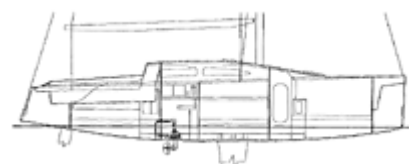


The D/L is 124, making the 36 light, but not ultra light. The ballast/displacement ratio is 46 percent and that should ensure good stability with the 7-foot, 2-inch draft bulb keel. This flattened bottom, bulb fin combo is what we call an L-shape keel with the bulb hung off the leading edge of the fin. This shape eliminates the need for a complex kelp cutter, although kelp can still stick to that vertical leading edge. The drawback to the L keel is that there is quite a twisting moment on the fin imposed by having the CG of the bulb aft of the center of the fin. To take this load the fin is cast iron while the bulb is lead. The sheerline is a straight line but this works well with the relatively high freeboard and the short ends. R/P was kind and confident enough to provide me with a set of lines for this boat.

The interior is far more than what you would find on an all out racing boat. There are double quarterberths and if I'm reading the drawings correctly you can shut these quarterberth areas off with a door. That would make for some tight and difficult to ventilate sleeping areas. I'd prefer to leave these berths open to the saloon and forget about privacy. The galley is small but adequate and the nav station is generous. The V-berths look skimpy to me but they would be fine for kids. The interior is a molded liner type.



The tall fractional rig has spreaders swept 18 degrees and two spreaders. There are no runners. The sailplan indicates pre-bend to the mast. The mainsail leech barely overlaps the backstay. It's very interesting that this 36-footer has about the same rig size as the 40-foot Najad. The difference is the 17,000-pound difference in displacement. Think of SA/D as horsepower-per-pound. The SA/D of the Seaquest is 26. You will be able to sail this boat aggressively and efficiently in light air. The other edge of the sword is that you will have to reef early if you want to keep the Seaquest on its feet. Having said that I think many cruisers would be surprised at the stiffness of this high ballast-to-displacement yacht. But for racing there is simply no substitute for sail area, unless it's a gift rating.



The Seaquest 36 is a nice break from the boring dual-purpose boats that I have been swamped with lately. Many of us daysail our boats and take occasional cruises and once and a while we enter a local race. I'll go out on a limb here and say it's a lot more fun to cruise a racing boat than it is to race a cruising boat.

### **Our Best Estimate of the sailaway price**

OBE: \$153,000

**Specs:**

LOA 36'	Draft 7'2"
LWL 32'10"	Displacement 9,799 lbs.
Beam 10'10"	Ballast 4,538 lbs.
Sail area 745 sq. ft.	SA/D 26
D/L 124	L/B 3.32
Auxiliary diesel 20hp	Fuel 16 gals.
Water 52 gals.	

Seaquest Ltd.- Unit 9, Parkengue Road - Kernick Industrial Estate - Penryn,  
Cornwall TR10 9EP, England - 44 (0)1326 377006 - [www.seaquestyachts.com](http://www.seaquestyachts.com)

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