

An Old-Fashioned Concept

The NYYC Offshore Class

but Today's Design

It was a scene out of the past, a recreation of the grand era of one-design class yachts with the New York Thirties, Forties, and Fifties after the turn of the century. It was also the 40th anniversary of the Sparkman & Stephens-designed New York 32 Class as on August 6 New York Yacht Club Commodore Robert McCullough announced the results of a design competition for a new class of NYYC offshore one-design racing/cruising yachts. From 18 proposals submitted by designers, most of them members of the club, an ad hoc committee composed of club members selected the design submitted by Sparkman & Stephens. The first boats are scheduled to be sailing by the summer of 1977.

The intent behind the NYCC design competition was "to encourage development of a new class of offshore racing boats that would have the potential for sophisticated level racing and at the same time preserve the requirements of a good cruising boat." The club also cited the trend in design toward stripped-out racing boats unsuitable for cruising, and the high rate of obsolescence of boats designed to the IOR as two key factors in reviving a racing and design concept from the past.

The club arrived at parameters for the new 48-55-foot LOA design that can be best described as challenging:

While rating well under the International Offshore Rule (IOR) is certainly important, cruising comfort, interior design (including an owner's stateroom), two heads—at least 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.

In view of the uniqueness of the design competition and the demanding parameters SAIL called on Robert Perry, well-known designer of both cruising and racing boats, to look at not only the winner of the competition but also the two runners-up proposed by Ted Hood and Robert Derektor plus several of the other entries. Perry himself did not submit a proposed design.

In his survey Perry had access, in several cases, to considerable amounts of information included by designers with their proposals. Perry found all the designs "represented articulate solutions to a generally broad, but confining set of parameters."

As a result, in addition to the drawings, specifications and comments about the finalists, Perry selected for comment three other proposed designs that show innovative approaches to the parameters taken by three of the designers not in contention for the final selection.

His purpose in presenting the other three designs is not to compare them with the winner but to let sailors see how representative design firms produced variations to meet the restrictions on draft, interior layout and rig height, plus the requirement that the craft be capable of being handled by a short-handed crew while cruising.

The winner

It really comes as no surprise to learn that the winner of the competition was a Sparkman and Stephens design. S&S is by far the most experienced office in the design of this type of vessel for this type of client. Aesthetically the Sparkman and Stephens design certainly looks like a winner. S&S has utilized a styling genre that has made their Swan designs the epitome of the luxurious ocean racer. There is nothing "yesterday" about the look of this design.

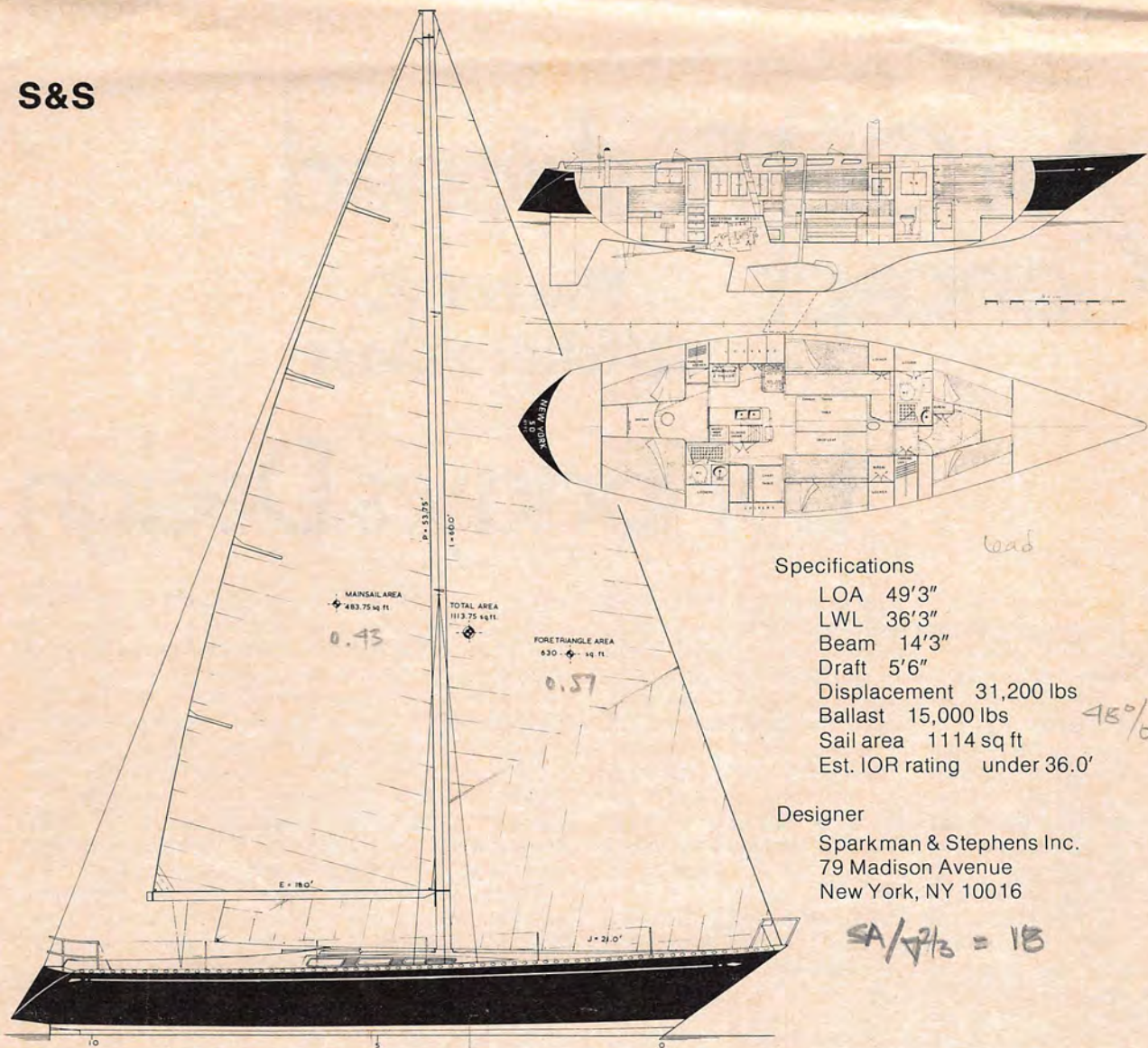
While the S&S design has some obvious IOR earmarks, there are several exceptions. Her beam has been

design comments by Robert Perry

carried well aft, and her bow, in plan view, is slightly fuller than most IOR designs. The bow profile is certainly the most radical I have seen on an S&S yacht, and yet it is aesthetically pleasing. The sheer is balanced with the overhangs and imparts that feeling of classical beauty that has been the hallmark of Olin Stephens since *Dorada*.

In deference to her extensive accommodation plan, the S&S design is certainly heavier than similar sized IOR yachts. *Zephyr* a new 46-foot IOR design by S&S has a displacement-to-length ratio of 239, while the S&S

S&S



Specifications

- LOA 49'3"
- LWL 36'3"
- Beam 14'3"
- Draft 5'6"
- Displacement 31,200 lbs
- Ballast 15,000 lbs
- Sail area 1114 sq ft
- Est. IOR rating under 36.0'

Designer

Sparkman & Stephens Inc.
79 Madison Avenue
New York, NY 10016

SA/Δ = 18

design competition entry has a displacement-to-length ratio of 292.

Behind her "stubby" lead keel and centerboard housing, the hull profile shows a definite bustle area fairing into a generous skeg. The rudder is quite large and on a vertical stock. I'm sure these features will combine to insure a well mannered yacht with a high degree of "feel" and maneuverability.

The stern is certainly typical of most of S&S's IOR work recently. The benefit of this type of stern is that it fares well under the IOR without the designer's resorting to pinching in the stern at deck level. S&S has kept the draft at 5'6" and utilized a centerboard housed in the lead keel.

There is little more you could ask for in this interior. The owner's stateroom is a spacious sleeping and living area tucked under the bridgedeck and cockpit. The berths are quite exposed and, while qualifying as quarter berths, should not bother the most claustrophobic sailor. A large double berth is situated to starboard. This cabin has its own access to the head, a large dresser, and a bureau and hanging locker. The only drawback I can find to this location of the owner's accommodations is that it is in perhaps the noisiest part of the vessel when sailing.

Forward of the owner's stateroom, there is an exceptionally well laid-out galley to port utilizing double sinks almost on centerline and a range mounted athwartships. The design of the galley makes it possible for the cook to step out of the way of someone going to the aft cabin. Op-

posite the galley on the starboard side is a chart-size chart table and a large bank of lockers for navigation and electronic gear.

From amidships forward the interior is quite standard. There are settee berths and pilot berths in the main cabin, a head and hanging lockers forward of that and a forward vee berth cabin that should make any paid hand very comfortable. In reality the forward cabin has "stateroom" proportions and definitely will not have the feeling of being "second cabin."

When I read in the parameters that the rig should be able to be handled by a husband and wife crew, I keep picturing a woman hoisting, tacking, lowering and even folding the huge genoa drawn on the sail plan. While keeping the rig five feet shorter than the prescribed maximum, S&S has designed a powerful rig that features a "J" of 21 feet. I suppose if you keep in mind the parameter that the yacht be competitive under the IOR, you have to assume the rig will be a large powerful sloop. At the same time it is hardly my idea of an easily-handled rig. The sail area-to-displacement ratio is 17.98. This is relatively low for an IOR yacht but rather on the high side for a "cruising" yacht.

Perhaps a major consideration by the selection committee was the "saleability" of this design. The successful blend of attractive accommodations and a beautiful hull/deck configuration should appeal to most sailors.