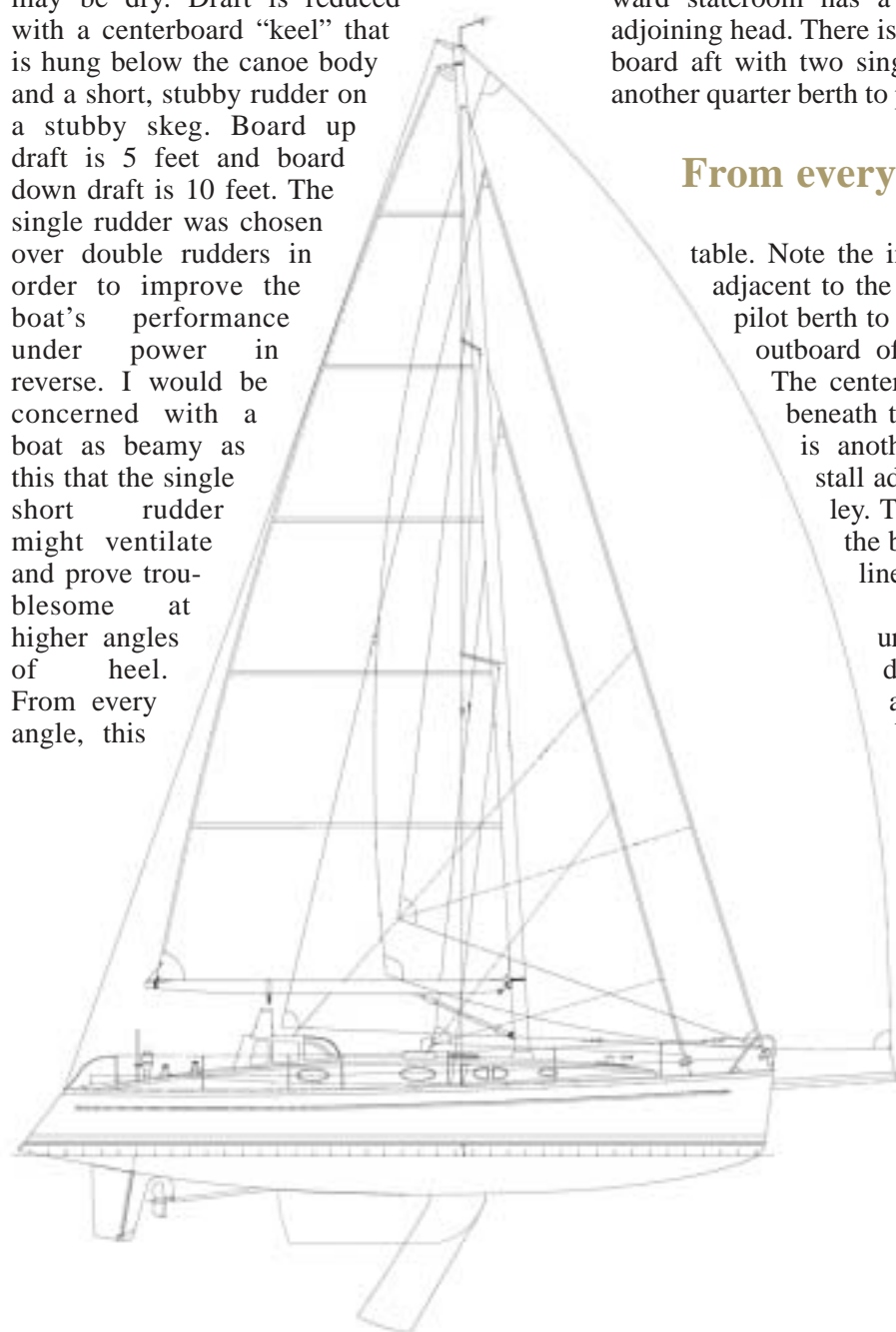


Tanton 42

Bluewater Cruiser

Yves Marie Tanton, an old friend and a creative designer, started this project to enter a design competition for an offshore cruising boat with on-deck stowage for a Walker Bay RID9. Yves Marie received an honorable mention in the competition. The boat is unusual enough that I think we should take a look at it here.

The hull is very beamy with an L/B of 2.66. The BWL is 11 feet, 5 inches, so there is a lot of flare to the topsides. The sections show no deadrise through the middle of the boat to the transom but sharply V-ed sections forward. The stem is actually squared off above the forefoot knuckle. I don't like that feature at all. While the waterline in plan view is normal the deck line in plan view is unusual. The stern is extremely wide in order to accommodate the Walker Bay athwartships at the transom. The beam is also carried well forward for more working room on deck. This boat will appear quite full forward as a result. I don't think this helps a boat go to weather but it may be dry. Draft is reduced with a centerboard "keel" that is hung below the canoe body and a short, stubby rudder on a stubby skeg. Board up draft is 5 feet and board down draft is 10 feet. The single rudder was chosen over double rudders in order to improve the boat's performance under power in reverse. I would be concerned with a boat as beamy as this that the single short rudder might ventilate and prove troublesome at higher angles of heel. From every angle, this



is not your typical cruiser hull. The D/L is 243.

The deck design revolved around the idea of tucking the Walker Bay onto the transom step. I have one of these "tubed" Walker Bays. It's a good boat, but it's bulky and awkward to pick up compared to the non-tubed variety. I like the idea that it's not on the cabintrunk or the foredeck. It will be relatively easy to deploy from the swim step. Note that the helm seat is cantilevered out over the Walker Bay. The cockpit table box is a locker for the liferaft. There is a full-length 4-inch bulwark. The main-sheet arch above the companionway makes an excellent anchor for the bimini.

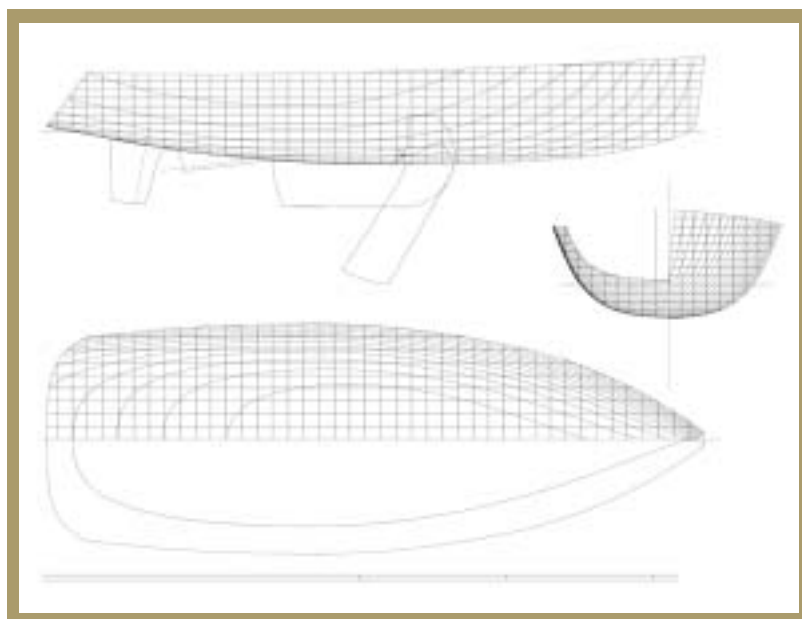
The interior is laid out for a family. The forward stateroom has a double berth and an adjoining head. There is a quarter cabin to starboard aft with two single berths and there is another quarter berth to port just aft of the chart

From every angle, this is not your typical cruiser hull.

table. Note the inside steering position adjacent to the chart table. There is a pilot berth to starboard in the saloon outboard of the Streisand chairs.

The centerboard trunk is hidden beneath the dinette table. There is another head with shower stall adjacent to the large galley. The engine is located in the box forming the center-line leg of the galley.

The rig is the least unusual component of this design. It's a tall fractional rig with a retracting bowsprit and swept spreaders. There is a provision for a heavy air staysail. The SA/D is 22.24. Looking at the sailplan I'm not sure what to make of the aesthetics of this design. It has a distinct look with its prominent small pilot-house and large oval windows. Aesthetics are personal; especially when you have a design like this that is outside standard traditional proportions and treatments. I might

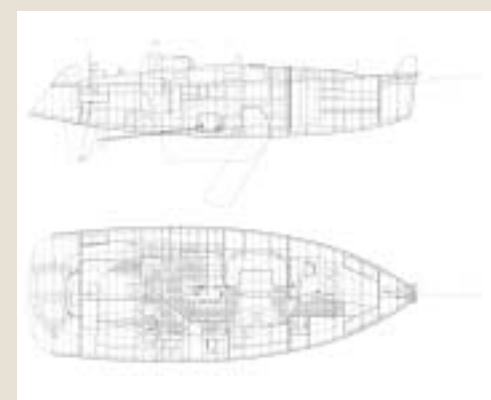


favor this design more if it had more traditional shaped windows.

Yves Marie has designed this boat for aluminum construction. But the plans can be adapted for GRP.

Yves said one of the inspirations for this design was the Sparkman & Stephens center-

boarder *Finisterre* from the late 1950s. Some might consider *Finisterre* the most successful S&S design ever. I agree, it was a remarkable centerboard racer-cruiser. But Yves Marie, old pal, this is where the similarity ends in my eye. To my eye, your design No. 240 is unique and exactly why I like your work.



LOA 42'8"; LWL 40'; Beam 15'; Draft 5' (board up) 10' (board down); Displacement 27,478 lbs.; Ballast 10,976 lbs.; Sail Area 1,309 sq. ft.; SA/D 22.24; D/L 243; L/B 2.66; Auxiliary Yanmar 100-hp; Fuel 100 gals.; Water 165 gals.

Tanton Yacht Design, America's Cup Avenue, P.O. Box 270, Newport, RI 02840, (401) 847-4112, www.tantonyachts.com

OBE: \$375,000

Our Best Estimate of the sailaway price