

### Crealock 44

recognizable look and a measure of consistency enjoyed by only a few in the business today. The newest and biggest of their capable cruisers is the formidable **Crealock 44**.

The 44 is a development of the earlier Crealock 37 and 34, rigorously tested boats whose durability, balance and easy motion in heavy offshore conditions are legendary. The boat is cutter-rigged with a long, modern keel (a shoal-draft Scheel keel is optional) and a heavy skeg supporting the rudder and encompassing the propeller. Deck systems emphasize crew safety, mechanical efficiency and watertight

integrity. Below are solid joiner work and a functional, inviting layout. Every possible detail is designed and executed to a T.

Specifications: LOA 44' 1"; LWL 33' 7"; Beam 12' 8"; Draft 6' 3" (deep keel), 5' 3" (Scheel); Displacement 27,500 lbs.; Ballast 11,000 lbs.; Sail area 971 sq. ft.

For more information contact Pacific Seacraft Corp., 1301 E. Orangethorpe, Fullerton, CA 92631. Phone (714) 879-1610.

### Finnish Lines

Designed by German Frers, dressed by Andrew Winch and impeccably built by Nautor, the new **Swan 44** is in the midst of its first year of introduction to the U.S. market. It is a stunning development of the 36 that debuted two years ago, marked by a sophisticated, high-performance hull, a powerful sailplan and a touch of modern styling to give it that cutting-edge "nineties" temperament. Finnish craftsmanship is superlative and the boat — like so many other Swans — has a solidly put-together feel



### Swan 44

about it that is unmistakable and uniquely satisfying. If you like teak decks, subtle lines, hand-rubbed interiors and sports-car performance, you're bound to get a thrill out of this.

Specifications: LOA 43' 11"; LWL 34' 8"; Beam 13' 9"; Draft 8' 3"; Displacement 24,500 lbs.; Ballast 7,700 lbs.; Sail area

(100% foretriangle) 890.3 sq. ft.

For more information contact the Kymmene Corporation, Nautor, P.O. Box 10, 68601 Pietarsaari, Finland. Phone 358 67 601 111. In the U.S., Nautor's Swan, 55 America's Cup Ave., Newport, RI 02840. Phone (401) 846-8404.

### A Mason With A Mission

Traditionally, Mason cruising sailboats have been built tough, with rugged hulls, stout rigs and a penchant for blue water. Classic offshore designs have dictated deep full keels and generous draft. In response to the desire of many to

find the same ocean passage-making qualities in a boat capable of negotiating thinner water, the builder P.A.E. has developed new versions of several boats in its lineup incorporating a shallower center-board option. The standard

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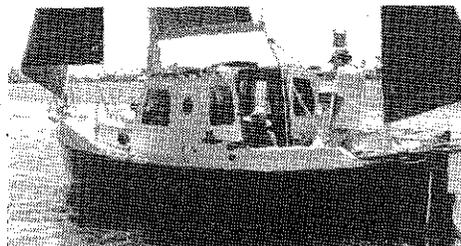
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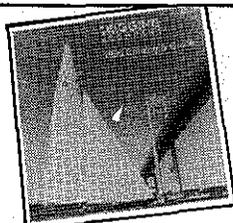


LOD ..... 26'  
LOW ..... 24'2"  
Beam ..... 8'3"  
Draft ..... 2'6"  
Disp. .... 2900 lbs.  
Ballast . 1000 lbs.  
Des. . Ted Brewer  
S/A ..... 240 sq. ft.  
Disp/Length .. 89.5  
S.A./Disp ..... 20.3

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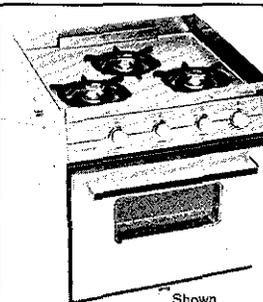
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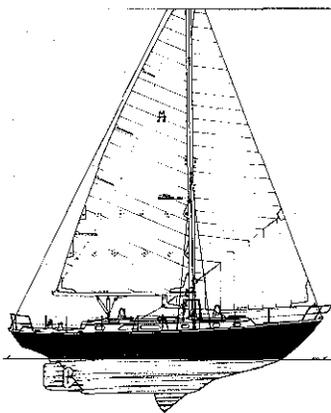
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### Mason 44

bearer is the **Mason 44 Centerboard**.

P.A.E. chose the conservative "C.C.A.-type" configuration with a low-aspect board because it retains an efficient lateral plane in the hull form by means of a ballasted keel that serves also as the trunk. This preserves the low center of gravity, tracking ability, and roll dampening in a seaway while maximizing fuel and water tankage. And with board-up draft of under five feet, your options inshore are substantially increased. The 44 is available rigged as a sloop or ketch.

Specifications (44 Centerboard): LOA 43'10"; LWL 31'9"; Beam 12'4"; Draft 4'11" (board

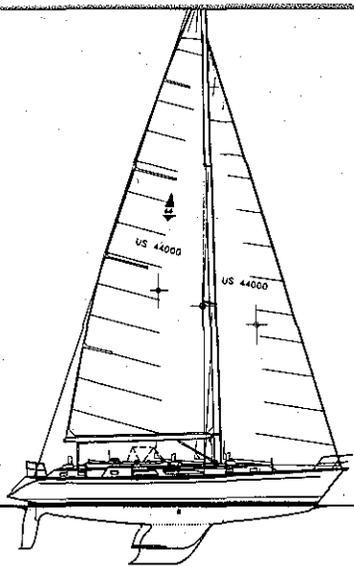
up), 7'5" (Board down); Ballast 9,400 lbs.; Displacement 27,400 lbs.; Sail area (100% foretriangle) 899 sq. ft. (sloop), 916 sq. ft. (ketch).

For more information contact Pacific Asian Enterprises, Inc., Box FA, At-the-Harbor, Dana Point, CA 92629. Phone (714) 496-4848.

### A Born-Again Bristol

The David Pedrick-designed Bristol 44 that turned heads in New York and Miami last winter is back again — this time as an even more luxurious sailboat with enhanced accommodations below and a new deck featuring a raised helm amidship. In its newest uniform it is the **Bristol 44 Center Cockpit**.

Characterized by sleek performance, a tall 15/16 rig, a modern hull design complete with a Pedrick Whale Tail keel and finally meticulous construction and detailing throughout, the 44 Center Cockpit offers an alternative for the dedicated cruiser



### Bristol 44

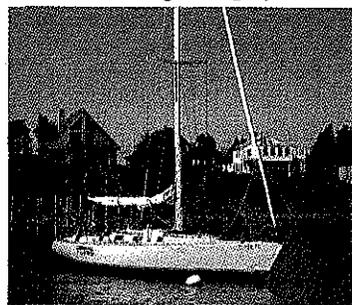
whose program may demand more space and flexibility below than the straight aft-cockpit version provides.

Specifications: LOA 43'11"; LWL 36'6"; Beam 13'6"; Draft 7'6" (Whale Tail), 5'6" (shoal keel); Displacement 27,500 lbs.; Ballast 10,750 lbs.; Sail area 950 sq. ft.

For more information contact Bristol Yacht Company, Franklin St., Bristol, RI 02809. Phone (401) 253-5200.

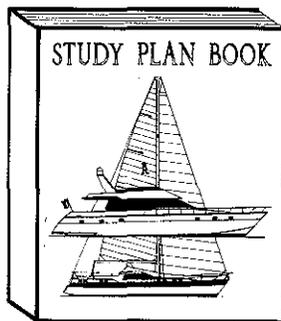
### Racing For Fun, Cruising For Speed

Last year the comfortable synergy between builder Car-roll Marine and yacht designer German Frers resulted in the most elaborate effort of their long, creative association, the speedy Competition 45. This year a dedicated cruising version of the same successful hull has appeared with a completely new deck, a more conservative rig and owner-optimized accommodations below. She is the **Frers 45 Cruiser/Racer** and she preserves the design integrity of



**Frers 45 Cruiser/Racer**

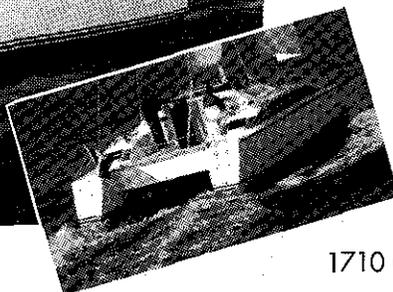
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terior is the "navigatorium" — and the area deserves the substantial moniker. The passageway in the port hull doubles as a navigation station. A panel hinges out to reveal a cushioned stool, the chart table and chart stowage slide out from the inboard side. The table is expansive enough to handle an unfolded chart lying flat. Out of habit we checked for a locking system for the slide, only to remember that the boat "doesn't tip." The back of the settee affords convenient placement of electronics, switch panels and gauges.

**Hands-On Operation:** We sailed the Escale on a blustery,

rain-drenched afternoon off Miami, Florida. With a reefed main and partial genoa, we headed out the channel. As a gust hit us, I was pleased to feel the energy go into acceleration rather than heel (as with a monohull). The boat moved quite effortlessly, handling the short chop with minimal hobbyhorsing.

From the steering station the lack of sensation of speed is deceptive. The speed was commonly between eight and nine knots going upwind, about 40 degrees off the wind, in 18 true wind speed. The steering is hydraulic; there was a disconcerting lack of feedback through

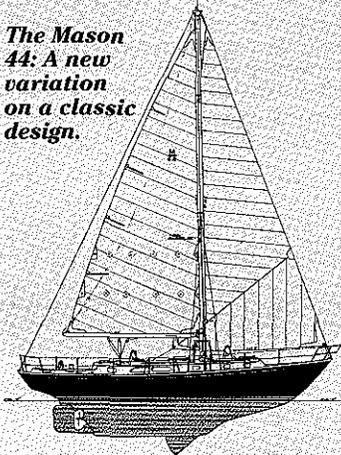
the helm. I am sure the autopilot could have steered a better course than I did. When the rain settled in for good, all but one of us took full advantage of the saloon. With the visibility, we were included in the sailing. We just were not drenched like the galleon helmsman.

The owner of this Escale specified a special power system, a Swiss Hydro Drive, which worked well in our trials. I had been confused when I saw dual controls and one tachometer. A single diesel drives a hydraulic pump with two take-offs that drive the propeller in each hull. The weight savings of one engine

and the need for just over half the fuel are considerable advantages, yet the boat has the superb maneuverability of two props.

Multihull design has improved steadily over the last few decades, yet only recently has the American market warmed up to the concept. The Escale 39 exemplifies much that is good about multihulls, and Prouts combine proven technology with sensible innovations. The result is a boat that should satisfy a range of sailors from live-aboards to world cruisers.

**The Mason 44: A new variation on a classic design.**



## Responsible Shoal Draft

Too often the centerboard initiative compels designers and builders to flatten a boat's bilges and push out the beam in an effort to whittle board-up draft down to nil while adding initial stability. Vessels so configured become inefficiently ballasted and the deep centerboards required to get them upwind become high-load liabilities.

In contrast, a new centerboard version of the **Mason 44** opts for

the CCA approach to shoal draft: Keep the long keel and deep bilge for tracking and ballast, and add an unballasted low-aspect board to optimize lateral plane when on the wind. Draft is reduced to 4'11" with the board up and tips in at 7'5" with the board down; the center of gravity remains low; roll dampening and bilge tankage are maximized; and the integrity of trunk and gear is not compromised.

Says Joe Meglen of Pacific Asian Enterprises, "We will not sacrifice stability, safety, comfort, tankage or storage for ridiculously shallow draft in an 'off-shore' boat." The result is a classic design with enough versatility to relish blue water and still get you back into your slip at low tide.

For information contact Pacific Asian Enterprises, Inc., Box FA, At-the-Harbor, Dana Point, CA 92629. Phone (714) 496-4848.

## What's Next, Ted?

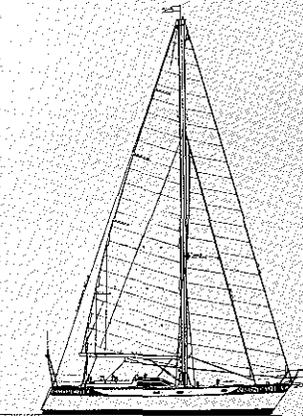
Designer **Ted Brewer's** varied work load has included most recently a 45-foot custom cruiser built of steel for a long-range live-aboard sailor, and a radical 60-foot BOC racer built of aluminum for the 1994-95 edition of the BOC Challenge single-handed round-the-world race.

The 45-footer *Dolphin* is a center-cockpit cutter sporting deep-radius bilges, a moderately long fin keel and a fully protected skeg-hung rudder positioned

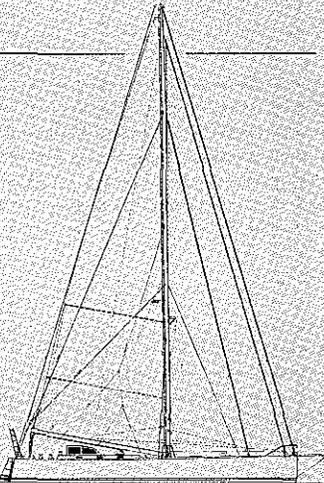
well aft. The two-spreader rig is set up with twin backstays, a pair of runners for heavy air and fore-and-aft lowers. The boat accommodates four people in two separate cabins, with particular attention paid to stowage on deck and below, including two large lazarette lockers and a space dedicated to bosun's stores in the forepeak.

Specifications: LOA 45'0"; LWL 38'0"; Beam 13'10"; Draft 5'11"; Displacement 39,000 lbs.; Ballast 12,000 lbs.; Sail area 1,153 sq.ft.

The BOC rocket is under construction at Quiet Cove Enterprises in Anacortes, Washington, of aluminum with longitudinal stringers on athwartship frames. It will be fitted with ballast trim tanks capable of holding about 9,000 pounds of water, a low-drag David Vacanti fin foil, twin rudders and a 93.5-foot Forespar



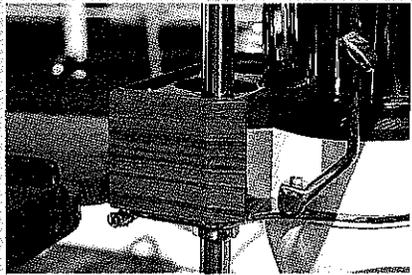
**The Brewer 45 Dolphin**



**The Brewer BOC bid.**

carbon-fiber mast. Campaigning by her owner out of Bellingham, Washington, the boat may make appearances in the Globe Challenge and assorted Pacific Ocean events as well.

Specifications: LOA 60'0"; LWL 58'8"; Beam 17'0"; Draft 13'0"; Displacement 37,500 lbs.; Ballast (fixed) 16,000 lbs.; Sail area 2,473 sq.ft. For more information contact Ted Brewer Yacht Designs, Ltd., 117 Harbor Lane, Anacortes, WA 98221. Phone (206) 293-2282.



Quentin Warren

**An example of impeccable joiner work, at the cockpit table of the Mason 44**

**Wanted:** For our monthly "Around The Docks" feature, we invite submissions on new designs, new production lines, trends, and worthy developments in the boat builders' backyards. Send press releases, plans and/or materials to Associate Editor Quentin Warren, *Cruising World*, 5 John Clarke Rd., Newport, RI 02840.