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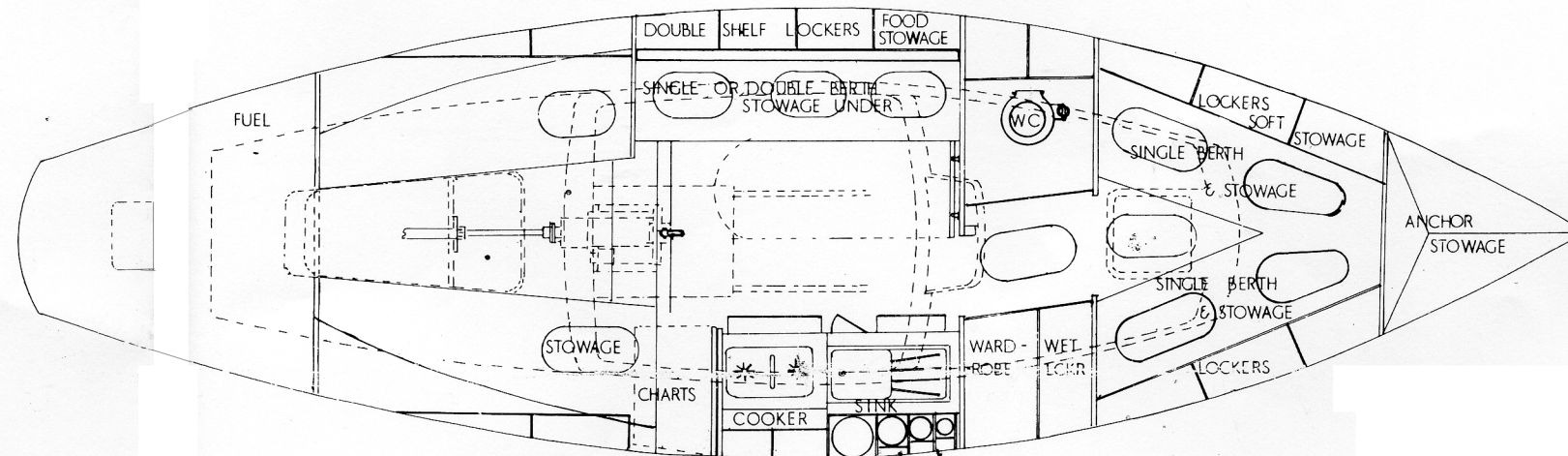
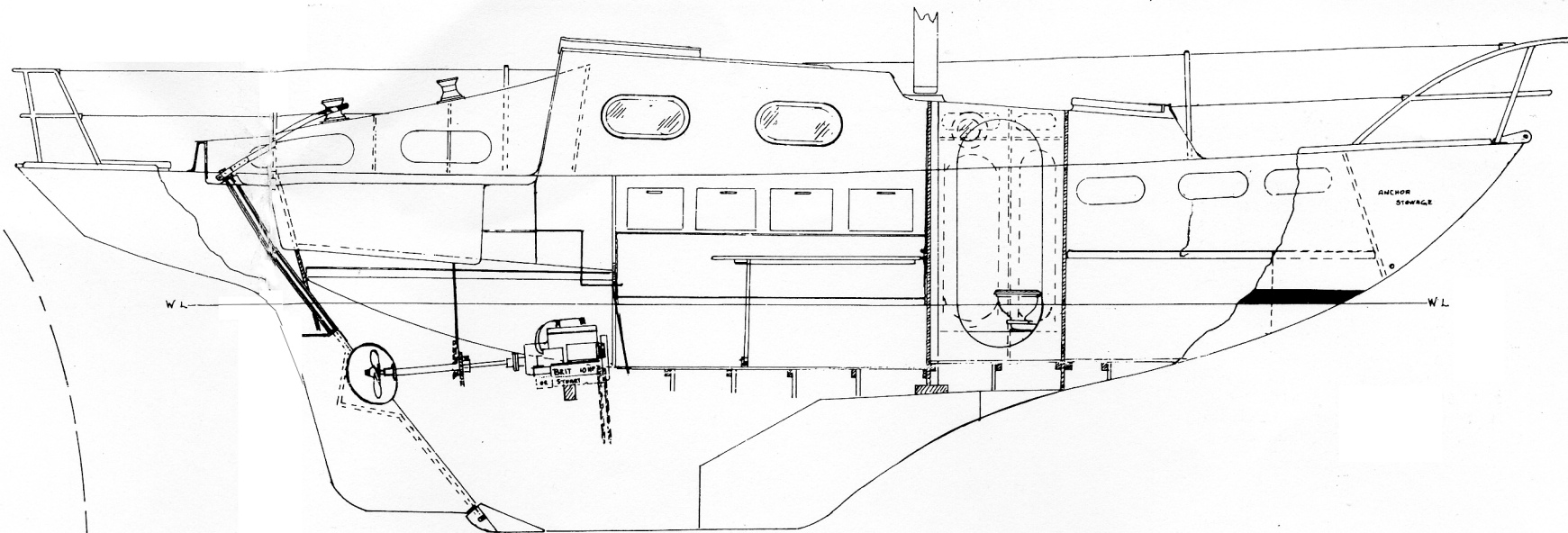
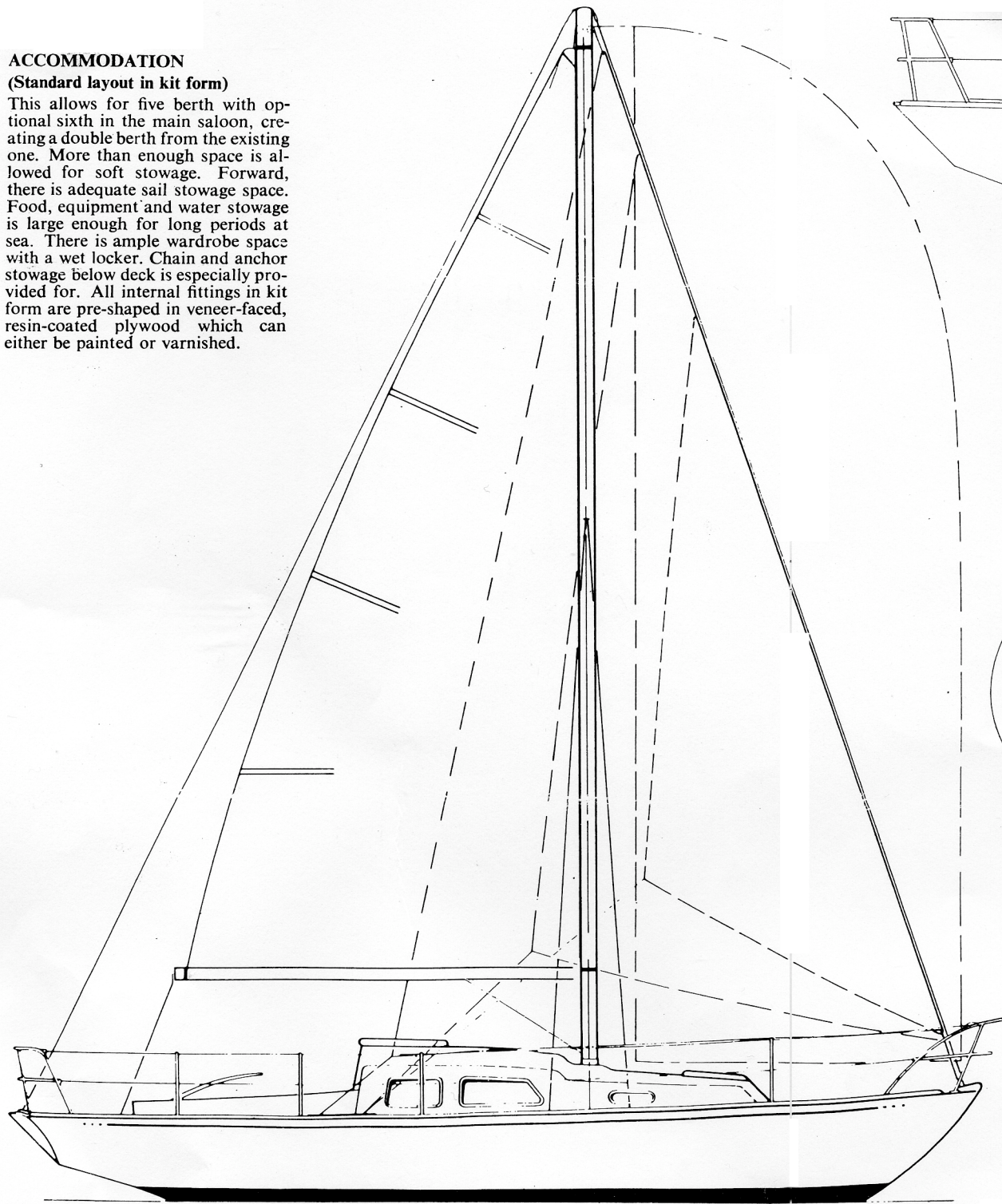


PATCHELOR

ACCOMMODATION

(Standard layout in kit form)

This allows for five berth with optional sixth in the main saloon, creating a double berth from the existing one. More than enough space is allowed for soft stowage. Forward, there is adequate sail stowage space. Food, equipment and water stowage is large enough for long periods at sea. There is ample wardrobe space with a wet locker. Chain and anchor stowage below deck is especially provided for. All internal fittings in kit form are pre-shaped in veneer-faced, resin-coated plywood which can either be painted or varnished.



SPECIFICATION

DIMENSIONS L.O.A.: 30ft. L.W.L.: 21.10ft. Beam: 8.75ft. Draft: 4.85ft. T.M.: 7 Tons. Displacement: 3.9 Tons. Sail Area: 354.10 sq. ft. R.O.R.C. Rating: 18.45ft. approx. Berths: 4/5. Headroom: 6' 5 1/2 ft. Ballast: 1.85 tons lead.

Hull moulded by Morgan Giles, Ltd. One-piece glass reinforced plastic moulding, to Lloyd's recommendation, built to Lloyd's approved standards. DECK: Indestructible high strength/weight ratio. Non-slip surfaces. Teak coamings and tiller steering. Self-draining cockpit. COLOURS: White hull or to choice. Deck, Cockpit, Hatches, Coach Roof - light grey, except for integral non-slip surfaces, pastel green or blue to choice. Anti-fouled Bottom. TOPSIDES: High quality racing enamel finish, gold cavity line and white boot top. BULKHEADS: Bonded and integral with reinforced hull, in best quality marine plywood, special VYDECOR fabric linings. ELECTRICAL: Seven accommodation lights. Navigation lights stern and masthead. Electric starting and battery charging. STANDARD ENGINE: Two-cylinder Stuart Turner, 8 h.p., 1500 r.p.m., 2:1 reduction, type P55 MRE. Hydraulic drive on bare MXD engine fitted as an extra, if required. Consumption at full load - approx. one gallon per hour. FUEL TANK: Leaded Steel - 8 gallons. FRESHWATER TANK: Glass Fibre, capacity 27 gallons. BILGE PUMPING: One hand-operated pump, supplied and fitted. LAZARETTE: Color gas bottle stowed in aft peak locker. Gas carried in copper piping. RIG: Masthead on gold anodised aluminium alloy mast with halyard winch for foresails. Alloy boom fitted with roller reeling. Stainless steel standing rigging and Superston rigging screws. Running Rigging - all Terylene through Tufnol reinforced blocks. DECK FITTINGS: Two sheet winches in Superston. Galvanised steel stemhead fitting. Bronze fairleads. Stainless steel track for jib leading blocks. Three mooring cleats (white nylon sheathed). Six sheet cleats (Tufnol). Set of eight guardwire stanchions, stainless steel in bronze sockets. Fore and aft pulpits, aluminium alloy, sheathed in white nylon. SAILS: Mainsail, Genoa and No. 1 Jib, all Terylene. (See Accommodation Plan drawings for accommodation details, etc.). We reserve the right to vary or modify this specification without prior notice.

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