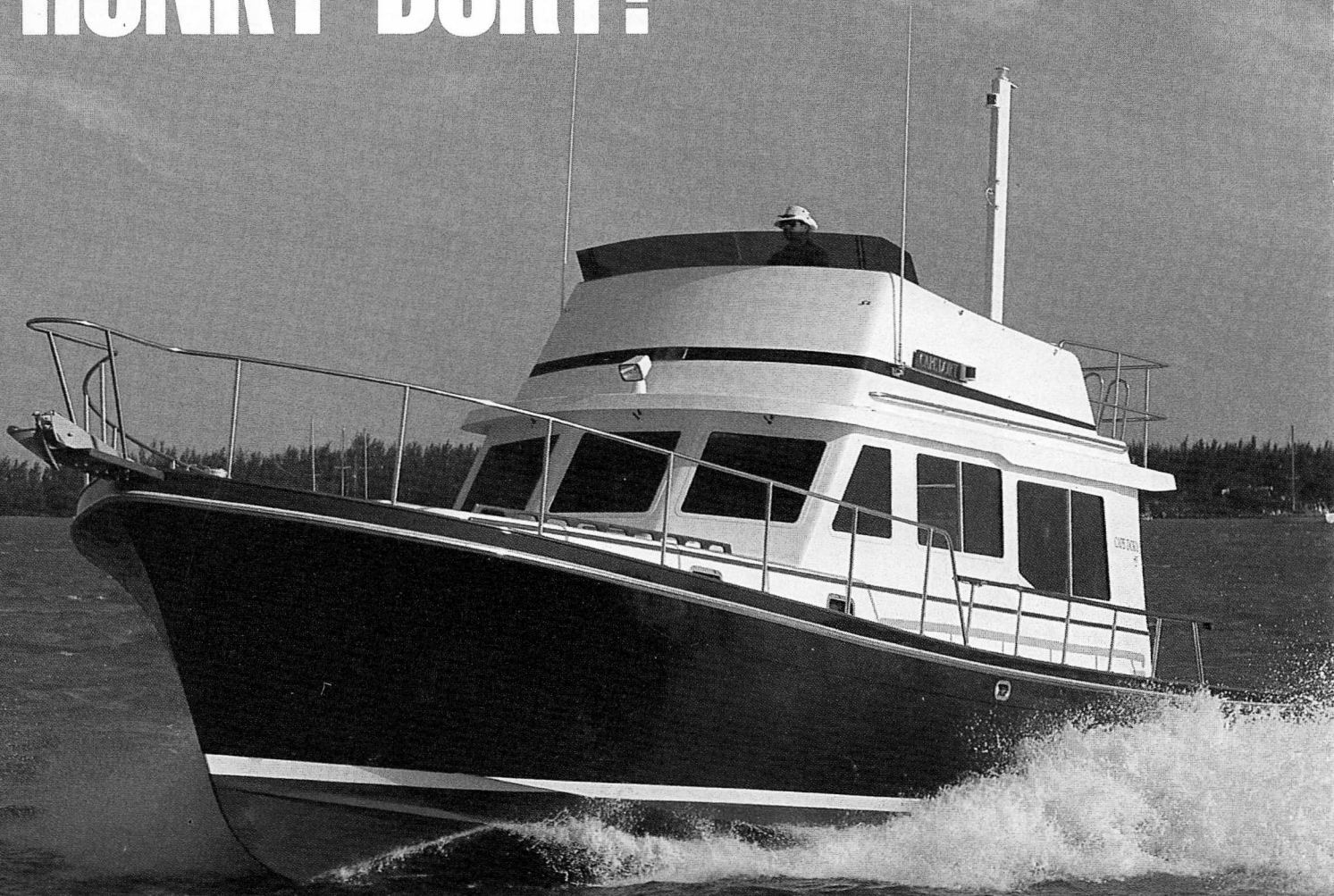


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BOATING

HUNKY DORY!



**CAPE DORY 40:
THE PRIDE OF THE YANKEES**

HUNKY DORY

Cape Dory 40: The pride of the Yankees.

BY ALLEN **D.** BERRIEN

I LIKE THIS BOAT. Even before I returned home from the test site, I was thinking: Hmm, if I sold the house...

If, like me, you've grown tired of the endless procession of boats that are essentially clones, you'll find Cape Dory's new 40 Explorer a breath of fresh air. She's a fast trawler yacht reminiscent of the expensive, one-off designs drawn by shops like Hunt Associates of Boston. It is a New England visage that's handsome and salty. And it suits the red pants set: yacht club members, well-heeled former sailboters and the like. Remember, they're people, too.

LOOKS TO KEEL

The difference between this boat and the rest of the pack is more than a matter of styling; it's a matter of design. For starters, there's a keel beneath the modified-V hull. You'll appreciate that when docking in a breeze. The keel's long, straight run does more than resist sideslip. It allows the Explorer to run on one engine and be steered easily toward the live engine. Try that with a clone. The keel also protects running gear.

The Explorer tracks well in a sea-way, too. Response to the throttles is stellar. When you pour on the coal, this boat leaps. How's two boat lengths and less than eight seconds to flank speed? Of course, flank speed

is 25 mph exactly.

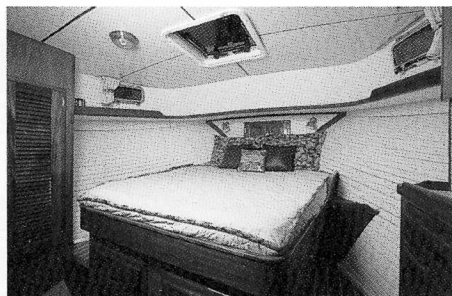
Some boatmen will snort at that pace, but the truth is, for the type, this boat is quick and economical. With a pair of turbocharged and aftercooled Caterpillar 3116s (developing 291 hp at 2800 rpm), economy through the cruising range hovers around .8 nautical mpg. That's quite respectable for a 40-footer.

MASTERPIECE THEATRE

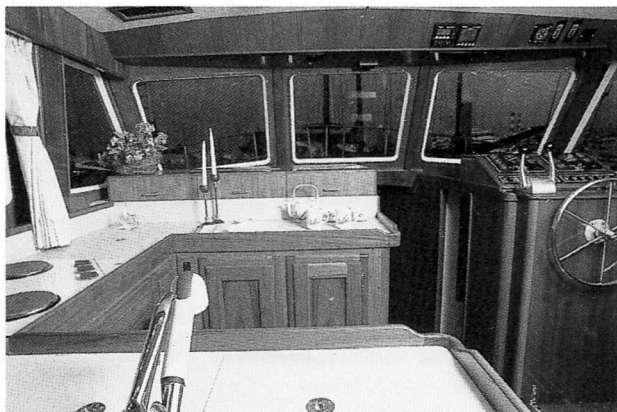
Inside, the Explorer has a very comfortable layout. There are two private staterooms, two heads and a bright salon with an efficient galley and a standard lower helm station.

The salon is a forest of teak and holly with convertible settee, drop-leaf table and an entertainment center. A waterproof chair with built-in ottoman is an example of Cape Dory's conscientious, New England approach. Its insides are filled with closed-cell upholstery foam and the fabric is an open-weave synthetic. Bring on the scrub brush and the garden hose if someone spills the wine.

At the starboard forward end, the lower helm station has Hynautic controls and steering, VDO instruments, a big, Ritchie compass and B&G Network electronics (knot, log, depth combination and VHF). Aft, the helm seat, there's a



MEMBERS ONLY-With her New England styling, the 40 Explorer is a natural on the yacht club scene. It handles as gracefully as it looks. Response to the throttles is stellar. When you pour on the coal, this boat leaps: eight seconds to a flank speed of 25 mph. Inside, the Explorer has two staterooms. The master (left) has a teak and holly sole and an ash ceiling.



NEVER TOO FUSSY-A conscientious builder, Cape Dory provides a waterproof chair with ottoman in the salon and high, teak fiddles in the galley.

full-sized Norcold refrigerator/freezer. To port, the L-shaped galley has a double sink, three-burner Kenyon cooktop, convection/microwave oven, plenty of stowage and the best fiddle rails I've ever seen—all teak and 1W' high.

WHO'S SLEEPING WITH WHOM?

Down four steps forward are two staterooms with teak and holly sales and ash ceilings. Curiously, on hull number one—the test boat—the ash strips were painted white. I would prefer a simple Danish oil finish because the blond color of ash makes a handsome contrast to teak. Both cabins have hanging lockers lined with aromatic cedar. In the staterooms and throughout the boat—there are attractive brass reading and overhead lamps.

The guest stateroom, amidships to port, accommodates two with a pair of roomy berths. (If you prefer, a double berth is a no-cost option.) The forward cabin includes an island-type berth with steps on each side.

Only the forward head has a shower; both heads have a Mansfield Vacu-Flush toilet, lavatory and enough teak trim to satisfy even the most die-hard traditionalist.

If I were ordering an Explorer, I'd forego the aft (guest) head and have a passageway door added to the forward one. Some might question the wisdom of relying on one head, but it depends on who you cruise with, family or guests. Second, these Vacu-Flush toilets are reliable. They don't have the dreaded joker valve, or a pump, or any other problematic moving parts. In fact, they have very few moving parts. If there is a failure, which is rare, it probably will be in the "system," in which case neither toilet would be working.

PROPULSION AND PERFORMANCE Cape Dory 40 Explorer

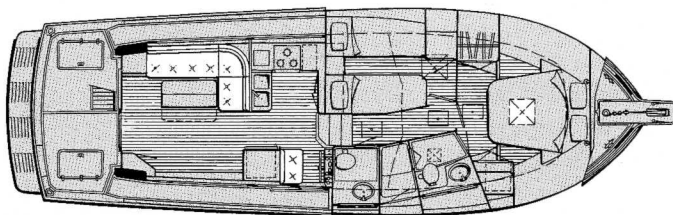
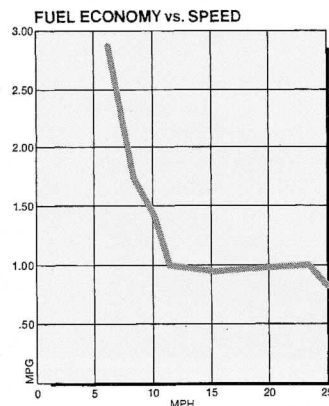
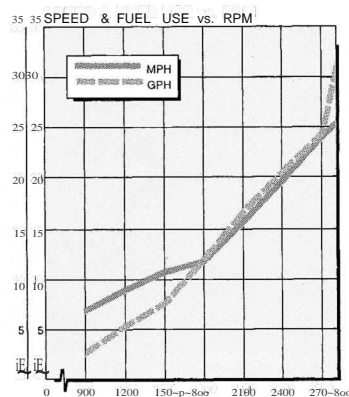
Standard power: twin 291-hp freshwater-cooled Caterpillar 3116 TA diesel inboards

Optional power: none

Test boat power: twin 291-hp Caterpillar 3116 TA six-cylinder diesel inboards with 403 cid, 4.12" bore x 5.00" stroke, swinging 24" x 24" four-bladed propellers through 2:1 reduction

rpm	speed		fuel use		efficiency		operation		sound level	
	knots	mph	% of max.	gph	% of max.	naut. mpg	stat. mpg	n. mi. range		
900	5.4	6.3	25	2.2	7	2.47	2.84	889	0.5	65
1200	7.4	8.5	34	5.0	16	1.48	1.70	532	1.0	72
1500	8.8	10.2	41	7.4	23	1.19	1.37	429	2.0	73
1800	9.9	11.4	46	11.8	37	0.84	0.97	302	3.5	76
2100	13.3	15.3	61	16.6	53	0.80	0.92	289	5.0	80
2400	16.7	19.2	77	20.2	64	0.82	0.95	297	4.5	80
2700	20.4	23.5	94	24.0	76	0.85	0.98	306	4.0	81
2800	21.7	25.0	100	31.6	100	0.69	0.79	247	3.8	82

Advertised fuel capacity, 400 gal. Range based on 90 percent of that figure. Performance measured with three persons aboard, fuel, full water. Sound levels taken at upper helm, in dB-A.



LOA	44'0"	Bridge clearance (to windshield)	13'3"
Beam	13'10"	Fuel capacity (gal.)	400
Draft	3'9"	Water capacity (gal.)	170
Displacement (lbs., approx., wet)	25,000	Base Price	\$299,000
Freeboard forward	6'1"	Designer	Clive Dent
Freeboard aft	4'0"		

Standard equipment (major items): ss rails; teak bow pulpit w/double anchor rollers; teak swim platform w/boarding ladder; salon mini-blinds; cedar-lined hanging lockers; microwave oven; refrigerator/freezer; three-burner electric cooktop; two Mansfield Vacu-Flush toilets; lower helm station; Brookes &

Gatehouse Network knot/log/depth-sounder and VHF (at both helm stations); Ritchie Powerdamp compass; Hynatic controls; VDO instruments; freshwater-cooled 5kw Onan genset; Bennett trim tabs; freshwater faucet in engine room; Fireboy automatic/manual halon system; 6 auto. bilge pumps.

With the freed-up space, I'd have Cape Dory give me a small workshop/utility room with a bench, space for tools and parts, and a washer/dryer. (Cape Dory can do custom work, provided it doesn't require moving bulkheads.) The door to the workshop would be next to the engine room access door. How convenient.

The engine room door is actually the four-step staircase at the salon's

sandwiched under the stainless-steel deck beam supports are not. The standard 5kw Onan generator also is on isolation mounts in a Sound-Shield; again common. However, the whole ensemble is put on another set of isolation mounts.

One more important component of the sound control system is mounted aft, under the removable cockpit sale: fiberglass mufflers and an un-

forward end. When you release a barrel bolt, it rises smoothly on a pair of gas struts. Impressive enough, but wait; it gets better.

DESCENDING ORDER

When I look at engine rooms I think about what I'd have to add to make it *my* engine room. Not much, in the Explorer's case. Here are some highlights: The removable, diamond-plate decking over the bilges is 1/4" thick aluminum—the real thing, not the sheet aluminum/plywood stuff you can dent with a screwdriver; Racor filters have vacuum gauges; there are three discrete bilge compartments, a total of six pumps; Perko seacocks and Groco strainers are fitted; and perforated aluminum is installed overhead to protect the sound-deadening material against "ratbites."

LIBRARY QUIET

That sound-deadening material—a five-layer sandwich with two layers of lead alternating with foam—deserves special mention. The material is exceptional, but the sound control measures in the Explorer go beyond even that. In fact, they're unlike anything I've seen in a boat under 80'.

For example, the engines are on isolation mounts, which is pretty typical, but puck-shaped pieces of rubber designed to interfere with sound transmission—

derwater exhaust system. Mufflers are isolated from their mounts and also from exhaust lines. The system is elegant and works well. It keeps the transom clean and provides an extremely quiet WOT sound-level reading of 82 dB-A. You can even hear the bow wake at a fast cruise of 23.5 mph.

The underwater exhaust port is a few inches below the waterline but above the chine. It injects smoke—a modest puff on acceleration—from the Caterpillars into the wall of water displaced by the boat. As a result, even at trawler speeds, cockpit occupants don't smell diesel smoke.

WHERE'S THE BEEF?

Almost all the fiberglass used in the Explorer's construction is knitted, biaxial fabric. The topsides are cored; the bottom is solid glass. Beefy, fiberglass stringers run full-length and the chine is reinforced with a triangular gusset section. The isolation mounts under the engines are attached to fabricated steel rails that are bedded in epoxy/micro balloons and through-bolted to 4"-thick engine bearers. Nothing slapdash here.

FOR THE MONEY, I CAN'T THINK OF ANY BOAT THAT GOES AS FAST AND HAS THE NEW ENGLAND CRAFTSMANSHIP.

Deck hardware is similarly robust. Stainless-steel rails of 1" tubing and 6"-high bulwarks forward make maneuvering on deck a snap, even in nasty conditions. Cleats—all eight of them—are four-hole 12-inchers with appropriately-sized hawses and chocks. At the stem, there are stainless-steel chafe strips to prevent scuffing the brightwork with a barnacle-encrusted mooring. A Lewmar 1000 windlass is a \$2,500 option. Ground tackle—CQR anchor, 20' of chain and nylon rode—is standard.

In the cockpit, the teak sole (with

three gasketed, dogged-down hatches), transom door and teak swim platform are standard.

The Cape Dory's list price is \$299,000. For the money, I can't think of any boat that goes as fast and has the New England craftsmanship. If you don't mind spending more, there are custom boats, like Hinkley's 42-footer with 412-hp Caterpillars. Performance rivals that of the Explorer, but it costs anywhere from \$400,000 to \$600,000. To spend less, the Grand Banks 36 Europa is an alternative, although it's a foot shorter. Base price with a pair of 204-hp Cummins is \$248,000, but because it's a trawler-style boat, it's not up to the Explorer's pace.

The 40 Explorer is a civilized, long-legged cruising boat. A truly stalwart vessel, capable of carrying family, friends and gear any place you'd care to go.

There's a definite niche for it. I know...I want one. Anyone in the market for a house in Connecticut? For more information, contact: Cape Dory Yachts, 334 South Bayview Ave., Amityville, NY 11701. Tel. (516) 264-1313.

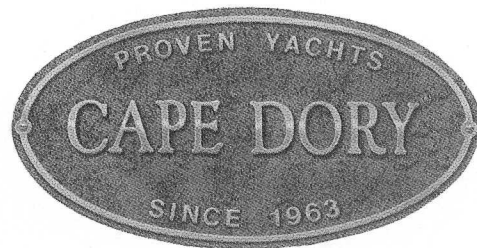


*... in
pursuit
of
perfection*

Perfection ... some people simply will not settle for less. To those, we introduce the Cape Dory 40 Explorer. Her timeless beauty conceals a responsive full keel hull powered by a pair of CAT 3116 diesel engines to excite you with speeds of 24 knots.

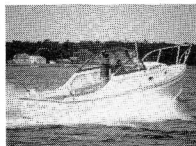
The CD 40 ideally combines seaworthiness and liveaboard comfort with amenities such as 2 private staterooms, 2 private heads plus an upper and lower command station. A large cockpit with a transom door and a swim platform add to your comforts.

Built by our skilled craftsmen, the Cape Dory 40 Explorer will be a reflection of your discriminating taste. The point is clear—the Cape Dory 40 Explorer comes to you with a heritage of unmatched excellence and value.



Cape Dory 40 Explorer

Cape Dory Power Yachts



28' Sportsman



33' Explorer



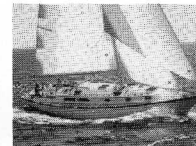
36' Explorer



300 Motorsailer



310 Sloop



40' Classic

Cape Dory Sailing Yachts

For more information, contact:

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