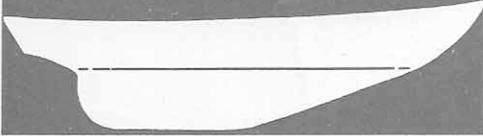


INTERLAKE MARINE  
2920 DETROIT AVENUE  
CLEVELAND, OHIO 44113  
861-2433

# The CAPE DORY Story

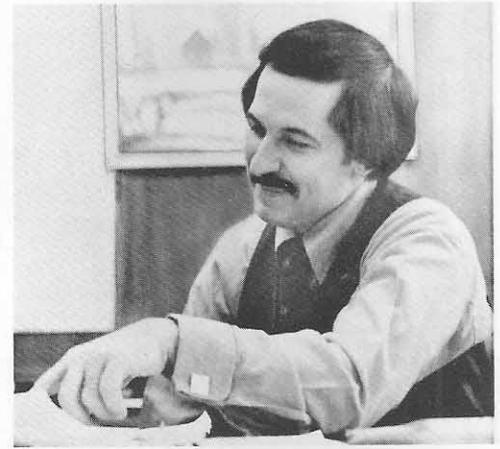


It was an evening in late July that he finished checking every bolt and screw on the small, white boat with its bright mahogany trim. He'd done everything with his own hands, done it the best way he knew how, and he was pleased with the results.

His idea had been to build a sturdy, durable boat which would fill the needs of many sailors as a versatile dinghy. He designed her after the classic rowing dinghies he had seen on Cape Cod, adding his own variations to make her a pleasure to sail.

It was 1964. The young, self-taught boat builder was Andy Vavolotis... He called his first small craft a Cape Dory.

Not an uncommon story...at least not the beginning of it, but the ending is something else. Andy Vavolotis formed a company called Cape Dory Yachts and with the same concept went on building sailboats. From that first one in 1964, to a volume of more than 500 in 1976, ranging from 10



to 30 feet.

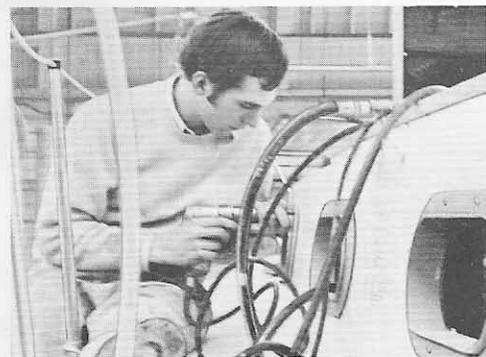
Cape Dory hasn't stopped making a 10' dinghy. Andy Vavolotis hasn't stopped going to work every day at the still privately-owned company. Although the company has grown, the motivation has not changed: The idea that when a boat builder builds a boat, he should do it the best way he knows how, even if it takes a little longer and costs a little more.

There are a lot of sailors around the country today who appreciate that philosophy. They own Cape Dory boats; and if you talk to them, whether in Marblehead or Newport Beach or Dillon Lake in the Rockies, you'll hear the same thing: that a better-built boat is a better investment. When you sail a Cape Dory, you get right down to the pure pleasure of sailing, the feeling of quick response and knowing that the boat is almost a part of you.



Cape Dory owners talk about a feeling of pride in ownership, and about a confidence that good construction can mean good performance.

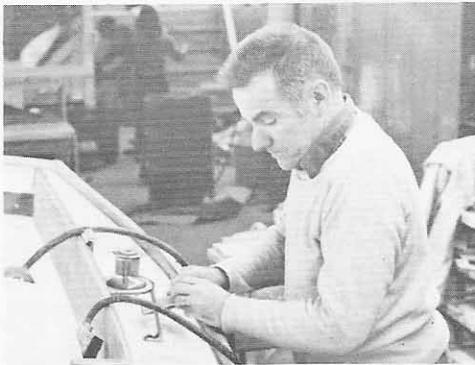
Naval architect Carl Alberg talks about how he's put that feeling into all the boats he's designed for Cape Dory... the Typhoon, the 27, the 28, the 30 Ketch and Cutter. How the designs begin with a fixed, full-length keel and attached rudder to give a solid feeling of stability. How the molded, internal, one-piece lead ballast lends an extra margin of safety. How he works to bring together that basic predictability and stiffness with agility, speed, ease of handling. He talks about refining the design by delicate inches, about the thousands of experimental miles he's sailed in the Atlantic waters



around his Marblehead home...to bring the Cape Dory designs to his best possible combination of sure-footedness and performance.

Cape Dory's production manager and line supervisors talk about matching that final design with the care and time it takes to build a boat to their standard of quality. They talk about taking those extra steps to insure that the boat conforms to their established standards. They talk about their line craftsmen and how they try to build each boat with careful thought and attention to detail.

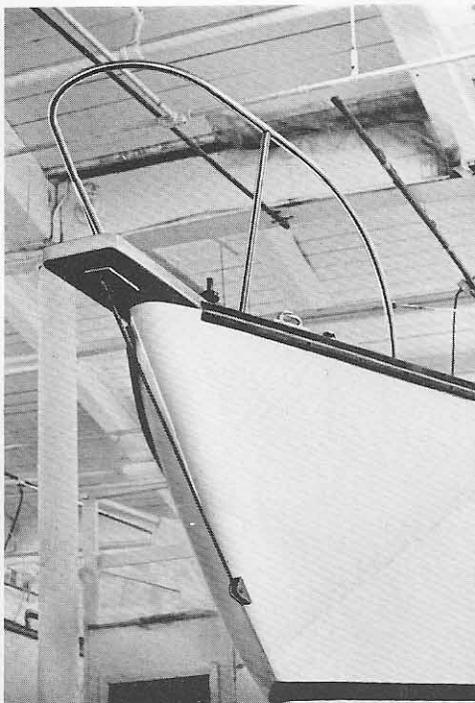
Their quality control manager talks about the numerous inspection procedures that accompany each boat prior to leaving Cape Dory Yachts. He also mentions the efforts of trying to use the finest materials which would ultimately reflect on reliability and value, i.e., bronze opening ports instead of plastic, extensive use of bronze hardware, in fact, 205 lbs. of it on the Cape Dory 28.



He talks too about the long hours it takes to finish a Cape Dory boat, the extra time it takes to insure that even the smallest things will make that boat truly comfortably livable. Like smooth-finishing the interior surfaces of storage spaces in the cabins. Sanding and fitting the teak toe rails and coamings.

Vice president Harry Ulvila would add that the Cape Dory production team is matched by a group of dealers nationwide who are committed to giving the best possible service...because they believe in Cape Dory boats.

Andy Vavolotis talks about building boats the best way he knows how, even if it takes a little longer and costs a little more. He talks about turning out boats he can be proud of...be sure of. Just like that first small white dinghy with its bright mahogany trim, and the tiny, carefully handprinted name...Cape Dory.



# CAPE DORY 10

L.O.A. 10' 6"  
Beam 49"  
Draft (board up) 5"  
Draft (board down) 24"  
Sail Area 68 sq. ft.

The original CAPE DORY...a sturdy, versatile, fun-filled boat that is a joy to sail and row. A rugged boat that many sailors feel is an ideal tender. We are confident that over 2,100 owners of the CAPE DORY 10 will attest to the pleasures of owning a nice rowing and sailing dinghy. With a little care, one could expect to have her a long time. The CAPE DORY 10 is an excellent example of traditional design accomplished with modern materials. She has a rugged fiberglass hull, solid teak gunwales and seats, trimmed with bronze hardware to make the CAPE DORY 10 durable and carefree.

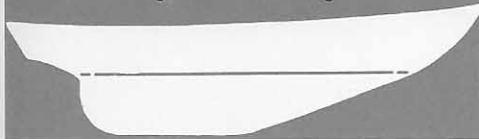
In addition to the rudder and tiller, adjustable centerboard, she comes with a snappy striped sail with a gunther rig as standard. The CAPE DORY 10...a great idea to start with and still going strong.





# CAPE DORY TYPHOON Weekender

L.O.A. 18' 6"  
L.W.L. 13' 11"  
Beam 6' 3"  
Draft 2' 7"  
Displacement 2000 lbs.  
Ballast 900 lbs.  
Sail Area 160 sq. ft.  
Designer Carl Alberg



The pleasures of sailing in a CAPE DORY TYPHOON can best be described by over 1,400 owners nationwide. These owners will substantiate honest reputation of performance and lasting value. Let us tell you why she is known by many as America's littlest yacht. The CAPE DORY TYPHOON was designed by Carl Alberg with the intent to give her skipper the ease of handling and seaworthiness generally found only on much larger yachts. The vast design experience of Mr. Alberg produced in the TYPHOON a remarkable combination of stability, safety and performance. Her lines are beautifully proportioned and she is a sight to be remembered when under sail.

Truly a salty craft backed with years of sailing pleasure for the new and seasoned skipper alike. The soundness of Cape Dory

Yachts' construction invites a careful inspection or survey. It is a New England tradition of trying to build quality and ruggedness into a good performing design. From the heavy fiberglass construction to the unique process of bonding the deck to hull, to the rugged bronze hardware, to the generous use of exterior teak trim...the people who build the TYPHOON not any way, but the best way they know how. There is an attention to detail that is there for one reason: it makes the TYPHOON a better sailboat. In addition to the proven design, the 900 lbs. of molded internal lead ballast offers a stability seldom found in most centerboard boats. A comfortable 6 ft. cockpit, roller reefing, and internal halyards leading to the cockpit provide ease of handling whether with a crew or single handing.

Below decks the cutty cabin contains forward V-berths, 2 quarter berths, an area for an optional marine head and a surprising amount of storage space.

The CAPE DORY TYPHOON's generous exterior teak coamings and trim radiate a warmth and beauty so unusual in today's plastic age. Our team of craftsmen are proud of their workmanship, our owners are proud of the TYPHOON's beauty and performance.

Next time you run across a TYPHOON owner, ask him about the first time he sailed a CAPE DORY TYPHOON...and realized that this is what a sailboat should be...

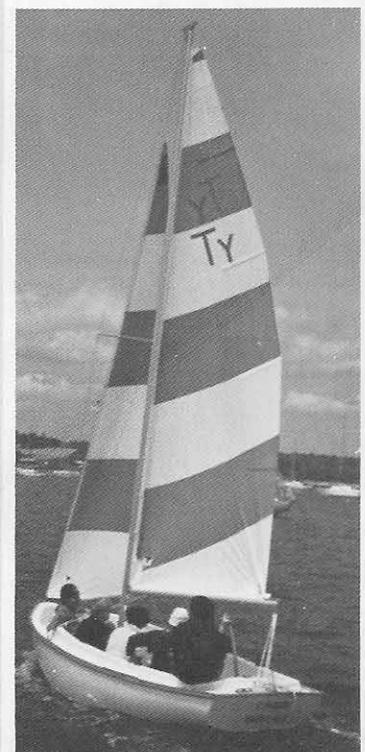


# CAPE DORY TYPHOON Daysailer

L.O.A. 18' 6"  
L.W.L. 13' 11"  
Beam 6' 3"  
Draft 2' 7"  
Displacement 1800 lbs.  
Ballast 900 lbs.  
Sail Area 140 sq. ft.  
Designer Carl Alberg

The same performance and value of the Typhoon Weekender is also offered in the TYPHOON DAYSAILER. The TYPHOON DAYSAILER offers unique features to the family seriously considering the pleasures of owning and enjoying any Daysailer. Her deep roomy cockpit offers comfort to a large crew and with the same hull and ballast as the Weekender provides a feature of safety and performance seldom found in most Daysailers. The TYPHOON DAYSAILER is built to a quality standard that you will appreciate even more the longer you sail her.

Think seriously about what you expect of a Daysailer and we firmly believe your checklist will add up to a rugged, stable TYPHOON DAYSAILER. So all you have to think about with the DAYSAILER is where you are going to take her for your first sail on that beautiful sunny morning.



# CAPE DORY 25

L.O.A. 24' 10"  
L.W.L. 18' 0"  
Beam 7' 3"  
Draft 3' 0"  
Displacement 4000 lbs.  
Ballast 1700 lbs.  
Sail Area 264 sq. ft.  
Designer Cape Dory Yachts



A mini-cruiser for those who appreciate craftsmanship as well as sailing performance. She is a rugged, beautifully balanced boat that performs equally well in light or heavy air. For a comfortable and enjoyable way to cruise...the CAPE DORY 25. Her classic lines are trimmed with teak that radiates the warmth of a boat you would be proud to own. Her full keel underbody with the molded one piece internal ballast assures you a feeling of comfortable cruising.

25 feet of Cape Dory quality...designed for beauty, performance, safety, and comfort. She is built with careful thought and detail by Cape Dory craftsmen. Discriminating yachtsmen should take a close look at the CAPE DORY 25. Cape Dory's aim of continual improvement means we are now building more value and comfort features into a proven design. Recent additions in-

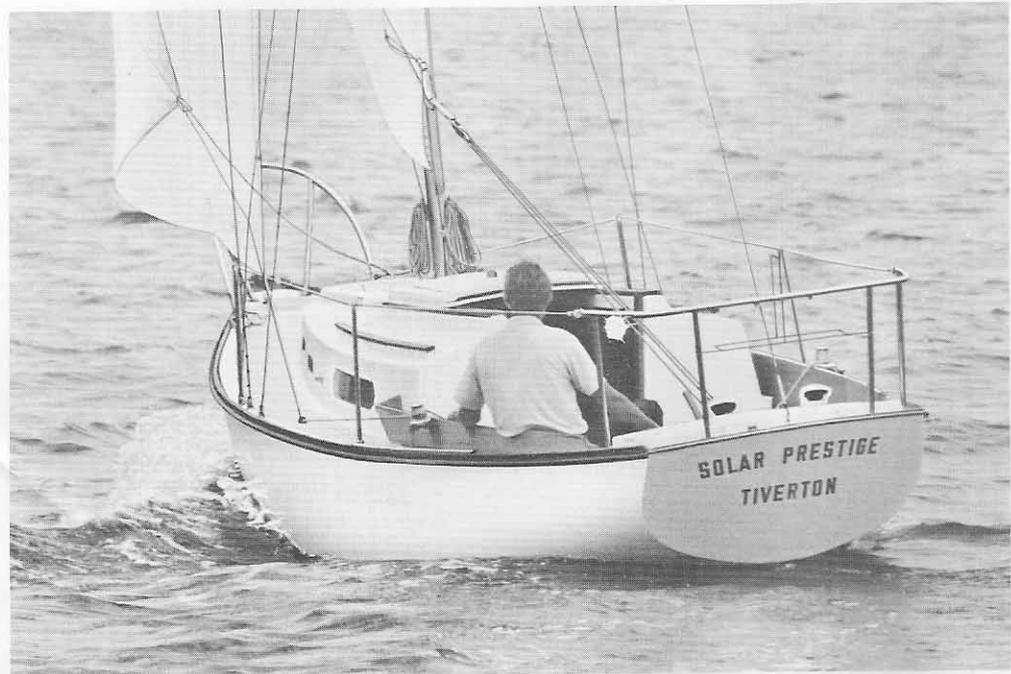
clude a cockpit bridge deck and an improved separate fresh water tank...a larger ice box with more insulation, a relocated galley below the companionway hatch for stand up meal preparation and blue sky ventilation. New lined storage areas and additional interior teak both combine to make your cruising more pleasant. The CAPE DORY 25 has a large, comfortable self-bailing cockpit with two large sail lockers to port and starboard. The convenient teak handrails and molded anti-skid combine for increased safety.

Entry below decks is through a large companionway with a hatch that slides beneath a sea hood. Whether cruising or racing her cabin accommodations will be appreciated by all hands. The forward cabin contains V-berths and storage under the bunks as well as shelves port and starboard. A forward

hatch also provides comfortable ventilation.

Just aft of the forward cabin is an enclosed head area with a hanging locker to starboard. The head door isolates this area from the main cabin for privacy. The bright main cabin includes berths to port and starboard. Mounted on a pedestal attached to the cabin sole is a table that is easily removed and stored or rotated against the main cabin bulkhead. The aft galley arrangement with stand up space below the open hatch adds the final touch for the cruising enthusiast. Ample storage, good ventilation and careful joiner work add up to a comfortable and eye appealing interior.

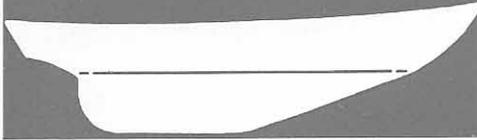
A thorough inspection will reveal a boat that has been built with the sailor in mind. No matter how you look at her, the CAPE DORY 25 is a sound investment.





# CAPE DORY 27

L.O.A. 27' 1"  
L.W.L. 20' 0"  
Beam 8' 6"  
Draft 4' 0"  
Displacement 7500 lbs.  
Ballast 3000 lbs.  
Sail Area 365 sq. ft.  
Designer Carl Alberg



The day you look at the new, Carl Alberg designed, CAPE DORY 27 should be the day you know that a well built cruising boat can be an exciting adventure.

Below deck you will find a great combination of function and handsomeness. Standing headroom, two comfortable cabins separated by a private head area. The interior is finished with a generous amount of warm woodwork and amazingly well ventilated with six bronze opening ports and a forward opening hatch. Four berths that provide comfort without sacrificing privacy. The aft galley is located under the companionway that adds a blue sky view to this convenient and eye pleasing area.

On deck you will see how the boat was designed for ease of handling as well as comfort. Noted features are her large cock-

pit with bridge deck and uncluttered decks. The cockpit contains two roomy sail lockers as well as excellent over-the-cabin visibility. Added storage is also convenient with the standard aft lazarette. Her pleasing lines are trimmed with a generous accent of oiled teak. And of course you know that like other Cape Dory boats up to 30 feet, the 27's full keel with attached rudder, internal molded lead ballast will give you a performance and handling that brings

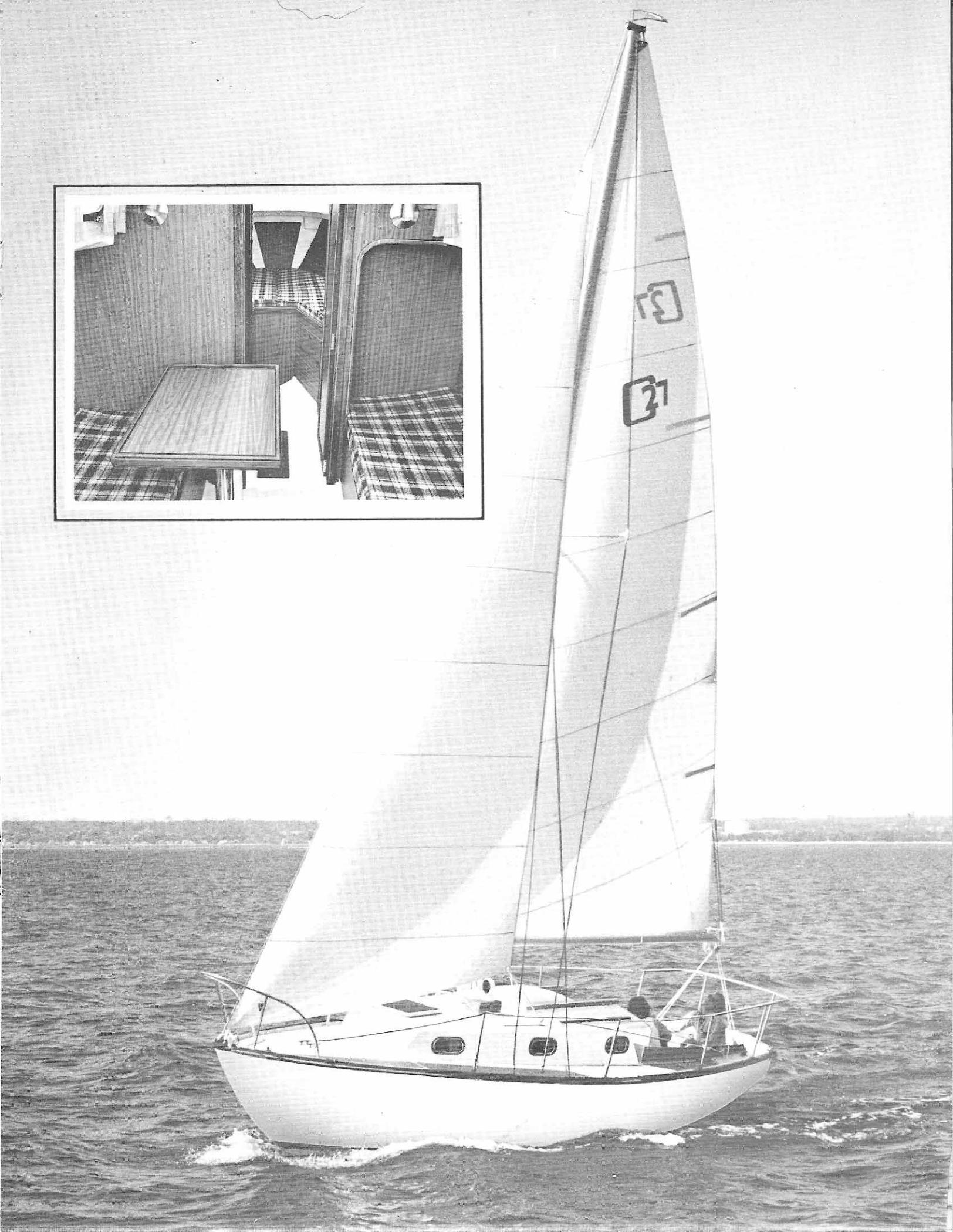
comfort to cruising.

Cape Dory Yachts continues to build the CAPE DORY 27 with the same attention to detail prominent in the other Cape Dory boats. The 27 comes complete with an amazing package of standard equipment including diesel inboard.

So when you are ready for the complete pleasure of cruising, the CAPE DORY 27 is completely ready for you.

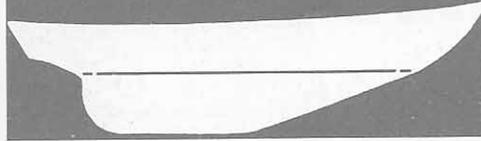






# CAPE DORY 28

L.O.A. 28' 1¼"  
L.W.L. 22' 2½"  
Beam 8' 10½"  
Draft 4' 0"  
Displacement 9000 lbs.  
Ballast 3500  
Sail Area 404 sq. ft.  
Designer Carl Alberg



When naval architect Carl Alberg and Cape Dory Yachts get together, we have a habit of turning out boats that people who love sailing would love to sail. So when we got together to design and build the CAPE DORY 28, no one was surprised that we came up with a cruising auxiliary that is full sailing pleasure. Because we built her that way from the beginning.

We started out with the idea that a 28-foot cruising auxiliary should be as stiff, stable and seaworthy as possible. That she should be beautifully balanced as well as surprisingly fast and especially agile in light air. So we designed a full keel with an attached rudder. We gave the boat a displacement of 9,000 lbs. which is 2,000 lbs. over the average displacement of a boat of her size. The hull design combined with 3,500 lbs. of internal lead ballast provides an uncommon feeling of stiffness and stability.



Mr. Alberg then in his design insured an ease of handling and a boat with a good turn of speed. We felt that one or two people should be able to comfortably sail the 28 with a minimum of sail handling so we included as standard a self-tending jib boom and jiffy reefing on the mainsail.

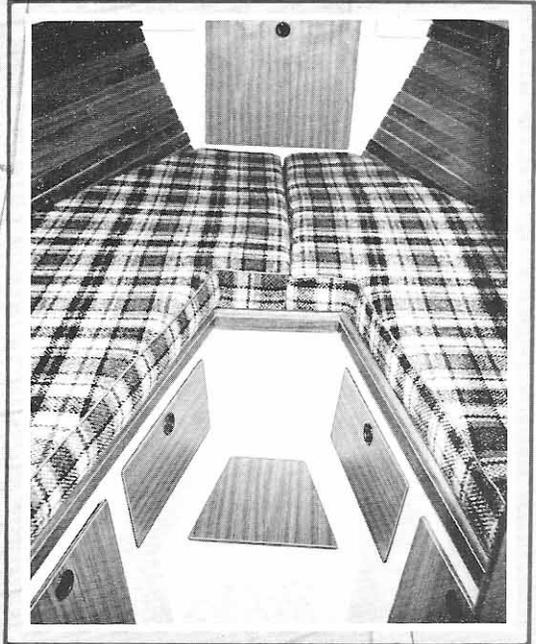
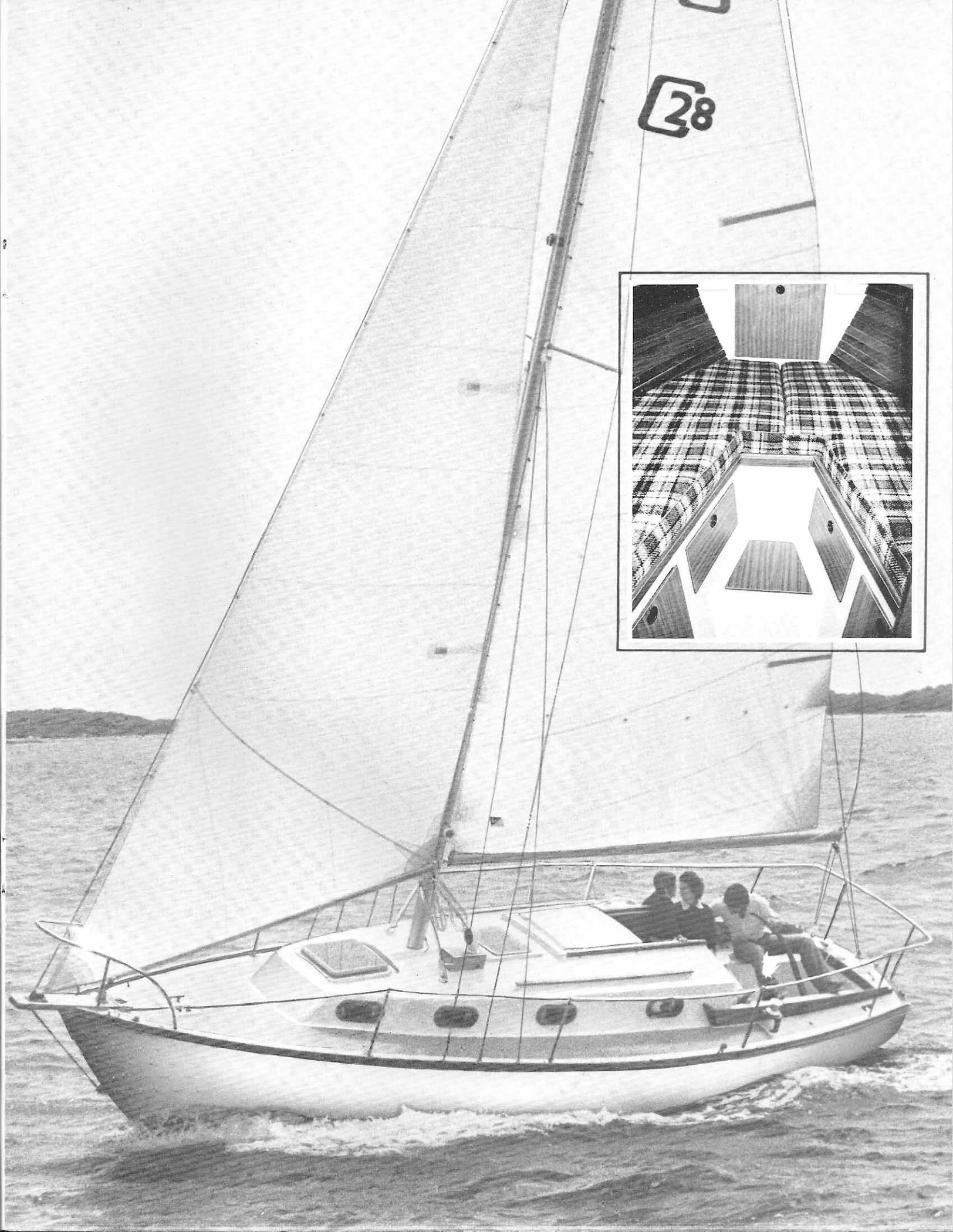
We added the opportunity for low maintenance, reliability and economical cruising by installing an inboard diesel engine.

We wanted to make the 28's interior practical and comfortable so we created a private forward cabin with two berths and ample storage. An enclosed head area with sliding sink and hanging locker are located

immediately aft. In the main cabin we provided an extension slide-out berth to a possible fifth crew member. The pleasing interior is accented by colorful fabric cushions and joiner work. The main cabin also has a foldable and removable table for added convenience.

We felt that the galley area should have plenty of light and air and should offer convenient service to the cockpit, therefore we located the galley directly under the large companionway. Stainless steel sink with foot pump, insulated ice box, two-burner alcohol stove, convenient stowage, complete the well thought galley area.





Then we decided this good a boat deserved a very complete sail-away package so we simply took most of the equipment that is optional on other boats and made it standard on the CAPE DORY 28: working sails including jib boom, main, jib and halyard winches, jiffy reefing, bow sprit with bobstay, sea hood, bottom paint, lifelines and stanchions and even the stern rail. This list continues to go on as noted elsewhere on this page. Not the least of all, the diesel engine...an extra measure of safety and power...is also standard.

But all the time we knew the most important characteristic of the CAPE DORY 28 would be her quality. A quality which would reflect the excellence of her design. Quality that her owners would appreciate even more the longer they sailed her. From the rugged fiberglass construction right down to the joining of every piece of teak trim, trying to build the best boat possible is a tradition we don't give way on at Cape Dory.

We think the CAPE DORY 28 turned out to be just what it should be: one of the nicest cruising auxiliaries in the water and a boat that people who love sailing would love to sail.

If your requirements add up to a beautiful, sound cruising boat...look further at the CAPE DORY 28.



## CAPE DORY 28 Standard Equipment

### EXTERIOR:

Main Sail/Working Jib  
Anodized aluminum:  
Mast/Boom/  
Self-Tending Jib Boom  
Stainless standing rigging  
Stainless and dacron running rigging  
Main halyard winch  
Jib halyard winch  
Mast light/Foredeck light  
Jiffy Reefing  
Bow sprit with bob stay  
Two bow chocks  
Two bow cleats  
Standpipe for anchor rode  
Pedestal for club jib  
Hardware for jib club boom  
Winch for jib sheet  
Two teak hand rails on house  
Sea Hood  
Large opening forward hatch  
Teak Dorade box  
Eight bronze opening ports  
Navigation lights  
Molded non-skid on cockpit seats and house  
Molded non-skid (contrasting color) on deck and cockpit sole  
Two stern cleats  
Two stern chocks  
Two cowl vents — bilge ventilation  
Two upright swivel blocks for main sheet

Two sail lockers  
Anti-fouling bottom paint (blue)  
Painted boot top (red)  
Fuel fill on deck  
Bow pulpit  
Lifelines and stanchions  
Gate on starboard side  
Stern rail

### TEAK:

Toe rails/Rub rails  
Hand rails/Taff rail  
Cockpit coamings  
Companionway trim  
Companionway drop boards  
Interior trim

### FORWARD CABIN:

Anchor rode locker forward  
Wood ceiling port and starboard  
Two 6'2" vee berths  
Two cabin lights  
Four inch fabric cushions  
Two drawers  
Two storage bins with shelves  
Built-in seat  
Two opening ports  
Large opening hatch  
Water Tank (approx. 30 gals.)  
Door separating cabin from head area

### HEAD AREA:

Large hanging locker with door  
Shelf over  
Sliding stainless sink unit  
Cabinet over sink  
Manual water pump (foot operated)  
Dorade ventilator  
Two opening ports

### MAIN CABIN:

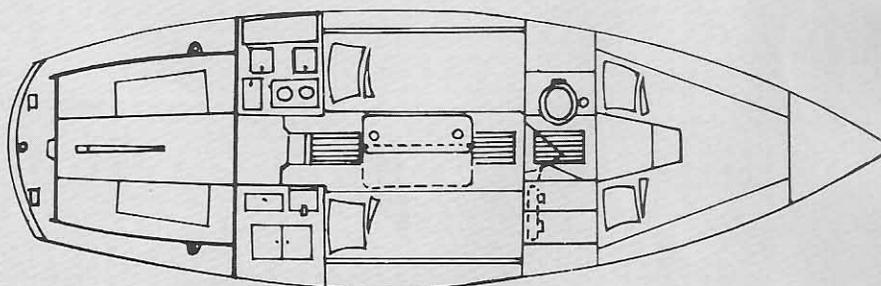
Berth to starboard — 6'4"  
Double slide out berth to port — 6'4"  
Shelves port and starboard  
8 traps for additional stowage  
Skylight  
Two dome lights  
Two swivel lights  
Removable folding table

### AFT GALLEY:

Stainless sink  
Fresh water pump  
Partitioned ice box  
Two burner, flush mounted stove w/cutting board  
Three shelves/Four storage bins

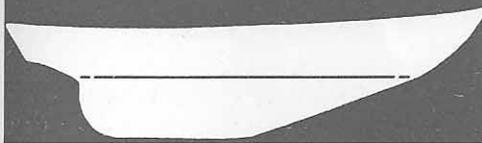
### GENERAL:

Diesel Engine  
Manual bilge pump  
Seacocks on all below watering thru-hulls  
Lightning ground system  
Dual battery switch  
12v battery  
Electric panel with switches



# CAPE DORY 30

L.O.A. 30' 2½"  
L.W.L. 22' 10"  
Beam 9' 0"  
Draft 4' 2"  
Displacement 10,000 lbs.  
Ballast 4000 lbs.  
Sail Area 437 sq. ft.  
Designer Carl Alberg



It may sound like a bold statement, however, we simply believe that if you don't enjoy talking about your own boat, don't consider the CAPE DORY 30 KETCH or CUTTER, because you are bound to spend a lot of time proudly showing her off to other people.

They will want to know why the 30 is considered such a good cruising boat. Why she displays such stiffness and stability under sail. Undoubtedly you will describe the traditionally designed full length fixed keel with attached rudder, the internal, one-piece, molded lead ballast of 4,000 lbs. along with a displacement of 10,000 lbs. You will add that you especially value these features which result in the comfortable sailing quality of the 30.

But caution them that the CAPE DORY 30 sacrifices no performance for all her rugged good looks, because naval architect, Carl Alberg, combined the two in a deceptively



beautiful package.

Now direct your admirers' attention to the KETCH rig along with the recently introduced CUTTER rig option. Tell them how it adds immensely to the pleasure of sailing and cruising the CAPE DORY 30...because she adapts so easily to most weather conditions. How the KETCH or CUTTER rig add even more comfort to longer voyages and how the self-tending jib boom helps you single-hand the 30.

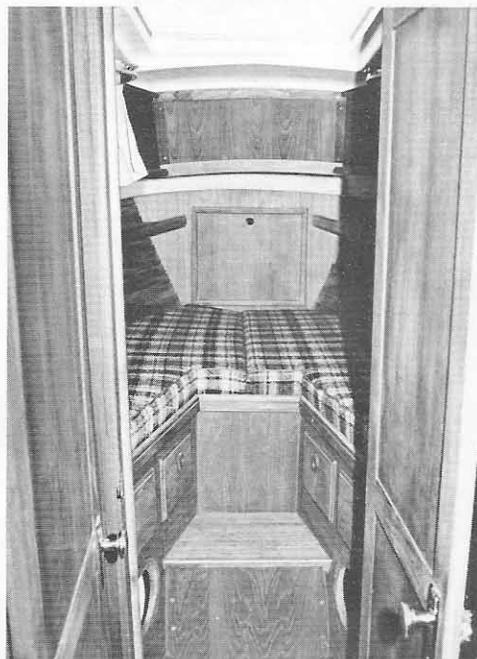
Then show off your roomy cockpit with its traditional responsive wheel steering system. Explain that those controls power a rugged diesel auxiliary for economy and added safety when cruising.

Now lead them through the large companionway into the main cabin. Don't say we didn't warn you if their attention wan-

ders. They are bound to be amazed at the expansive, airy feeling of the cabin...and its luxury. Proudly point out the teak joiner work and the teak and holly veneer on the cabin soles, the handsome 4" cushions, slide-out double berths, plus additional berth to starboard, removable table, hinged traps, shelves for storage, and the convenient location of lights.

Certainly they will also notice the four opening ports as well as the overhead opening hatch which offer unusually comfortable ventilation.

Their attention is sure to focus on your aft galley, right under the companionway hatch, where it gets lots of light and air. Show them the large ice box with sliding shelves, the deep stainless steel sink with foot operated fresh water pump, the gim-





30K



ballled alcohol stove, and the remarkable amount of storage space.

Take them through the private head area with its large hanging locker, two-door cabinet over the sliding sink, Dorade ventilator as well as two opening ports. Go forward into the forward cabin with its large V-berths, two opening ports, large opening hatch, two cabin lights, and all the shelves, drawers, and storage bins.

Lead them topside again. Somebody's sure to comment that the 30 carries just about every piece of equipment a sailor could want. You tell them the best part about it is that it is all standard equipment...sails, winches, sea hood, rugged bronze hardware, bow pulpit, lifelines with gate, stern rail, wheel steering, and more.

Expect to find yourself bragging on the quality of construction, on the attention paid by Cape Dory craftsmen to so many details, whether they show or not. How this means lasting value and a fine investment.

You must expect all this when you own a CAPE DORY 30 KETCH or CUTTER. If you tire easily of admiring glances, don't blame us. We just have a habit of building admirable boats.



## CAPE DORY 30 Standard Equipment

### EXTERIOR:

Main Sail/Working Jib/  
Mizzen  
Anodized Aluminum:  
Mast and boom (main)  
Mast and boom (mizzen)  
Self-tending jib boom  
Stainless standing rigging  
Stainless and dacron  
running rigging  
Main halyard winch  
Jib halyard winch  
Bow light/Foredeck light  
Jiffy reefing main and  
mizzen  
Bow sprit with bob stay  
Two bow chocks  
Two bow cleats  
Standpipe for anchor rode  
Pedestal for club jib  
Jib club traveler  
Main sheet traveler  
Jib sheet winch  
Main sheet winch  
Two teak handrails on  
house  
Sea hood  
Two opening hatches  
Teak Dorade box  
8 Bronze ports - all  
opening  
Navigation lights  
Molded non-skid on cockpit  
seats and house  
Molded non-skid  
(contrasting color) on  
deck and cockpit sole  
Two stern cleats  
Two stern chocks  
Two cowl vents -  
bilge ventilation  
Two sail lockers  
Anti-fouling bottom paint  
(blue)  
Painted boot top (red)

Two fuel fills on deck  
Bow pulpit  
Lifelines and stanchions  
Gate on starboard side  
Stern rail  
Wheel steering - worm gear

### TEAK:

Toe rails/Rub rails  
Hand rails/Taff rail  
Cockpit coamings  
Companionway trim  
Companionway drop  
boards  
Wheel steerer box with  
helmsman's seat  
Interior trim, including teak  
ceiling in both cabins,  
teak plywood bulkheads  
and facing on sides of  
cabin house

### FORWARD CABIN:

Anchor rode locker forward  
Shelves port and starboard  
Two vee berths  
Two cabin lights  
Four inch fabric cushions  
Four drawers  
Two storage bins  
Built-in seat  
Two opening ports  
Large opening hatch  
Door separating cabin from  
head area

### HEAD AREA:

Large hanging locker with  
door  
Shelf over  
Sliding sink unit  
Two door cabinet over sink  
Manual water pump  
Dorade Ventilator  
Two opening ports  
Teak grate in sole

### MAIN CABIN:

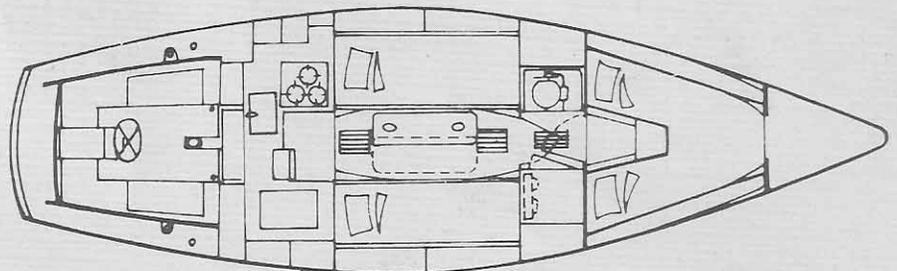
Berth to starboard  
Slide out double berth to  
port  
Large shelf port and  
starboard  
Six hinged traps for storage  
Two bulkhead mounted  
lights  
Folding table (removable)  
Four inch fabric cushions  
Two teak hatches for  
bilge access

### AFT GALLEY:

Large ice box with  
sliding shelves  
Deep stainless steel sink  
Foot operated fresh water  
pump  
Gimballed alcohol stove  
with oven  
Storage with sliders -  
port and starboard  
Storage bins, aft end of  
galley

### GENERAL:

Diesel engine  
28 Gallon fuel capacity  
Electric bilge blower  
Manual bilge pump  
Two batteries  
Dual battery switch  
Lightning ground system  
Fused electric panel  
with switches  
Seacocks on all below  
waterline thru-hulls  
Seacocks, thru-bolts  
Teak and holly sole in  
cabins  
Two independent fresh  
water systems...  
24 gallon tank for  
head sink  
Two 15 gallon (30)  
tanks for galley



CAPE DORY 30 is also available in a CUTTER rig that includes sails and genoa gear as standard equipment.

Specifications subject to change without notice.

	TYPHOON DAYSAILER	TYPHOON WEEKENDER	CAPE DORY 25	CAPE DORY 27	CAPE DORY 28	CAPE DORY 30K
<b>EXTERIOR:</b>						
Working Sails	X	X	X	X	X	X
Anodized Spars	X	X	X	X	X	X
Stainless Steel, Dacron-Standing & Running Rigging	X	X	X	X	X	X
Main Halyard Winch				X	X	X
Jib Halyard Winch			X	X	X	X
Self Tending Jib Club Boom and Pedestal	X				X	X
Bow and Foredeck Lights			X	X	X	X
Jiffy Reefing				X	X	X
Roller Reefing	X	X	X			
Spinnaker Track		X	X	X	X	X
Internal Halyards		X				
Standpipe for Anchor Rode					X	X
Bow Sprit					X	X
Two Bow Chocks	X	X	X	X	X	X
Bow Cleats	1	1	1	2	2	2
Jib Sheet Winch					X	X
Main Sheet Winch						X
Genoa Winches		X	X	X		
Genoa Track	X	X	X	X	X	X
Forward Opening Hatch			X	X	X	X
Opening Main Cabin Hatch						X
Bronze Opening Ports				6	8	8
Dorade Vent				X	X	X
Sea Hood			X	X	X	X
Two Teak Handrails on House			X	X	X	X
Navigation Lights			X	X	X	X
Cowl Vents			X	X	X	X
Bow Pulpit, Lifelines, Stern Rail				X	X	X
Stern Cleat(s) & Chock(s)	X	X	X	X	X	X
Sail Lockers	1	2	2	2	2	2
Contrasting Color-Non Skid Areas	X	X	X	X	X	X
Wheel Steering with Teak Wheel						X
Painted Boot Top	X	X	X	X	X	X
Anti Fouling Bottom Paint	X	X	X	X	X	X
Cradle	X	X				
<b>TEAK:</b>						
Toe and Rub Rails	X	X	X	X	X	X
Taff Rail	X	X	X	X	X	X
Cockpit Coamings		X	X	X	X	X
Companionway Trim		X	X	X	X	X
Companionway Drop Boards		X	X	X	X	X
Interior Trim	X	X	X	X	X	X
Teak Helmsman Seat						X
Teak Cockpit Seats	X					
Teak Cabin Sole						X
<b>GENERAL:</b>						
Diesel Engine				X	X	X
Self Bailing Cockpit with Bronze Shutoffs		X	X	X	X	X
Interior Lights			X	X	X	X
Manual Bilge Pump				X	X	X
Lightning Ground System				X	X	X
Battery(s)				X	X	X
Fresh Water System			X	X	X	X
Ice Box			X	X	X	X
Alcohol Stove				X	X	W/oven
Stainless Sink			X	X	2	2

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Prices F.O.B. Taunton, Massachusetts.



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Printed in USA