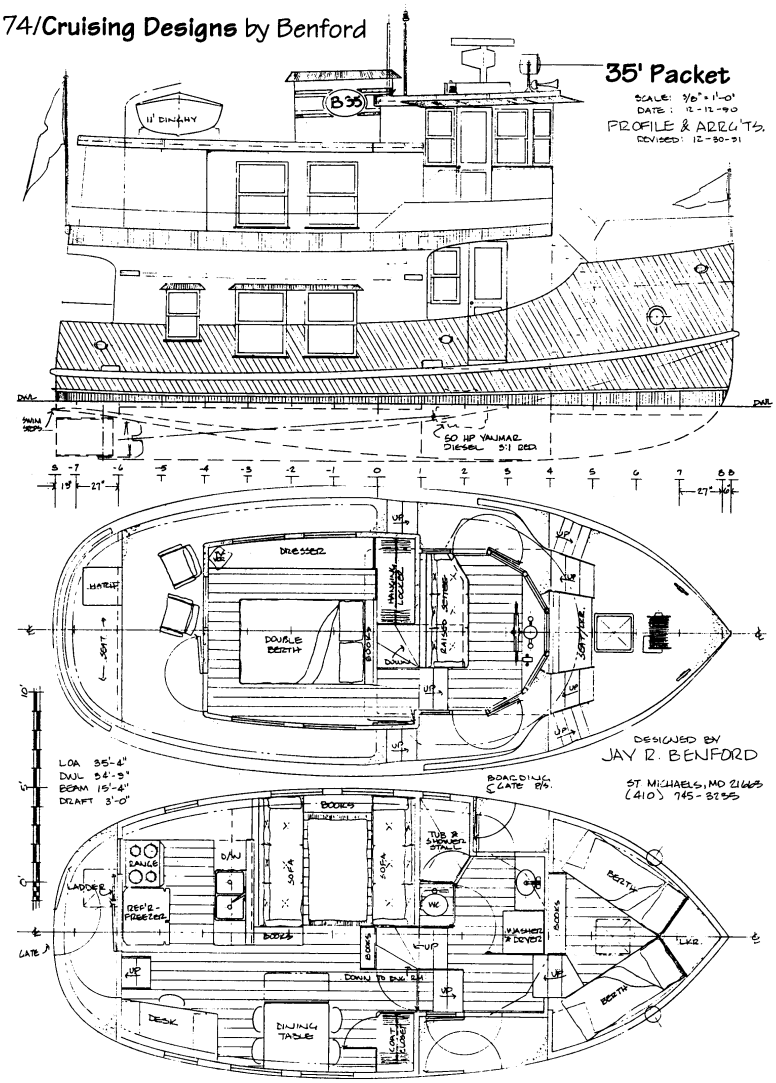


35' Packet

Design Number 300
1990

The great popularity of the Florida Bay Coasters led many people to dream of living aboard one of them. However their size and price of them made them inaccessible to many people. Knowing this problem well, we've created a solution that offers all their essentials for comfortable living aboard.

The 35' Packet is the culmination of a couple decades of relentless pursuit of one goal; the most practical and affordable home afloat. Taking our desires for a great liveaboard and combining this with over a decade's experience living aboard and about three decades of designing liveaboards, we've come up with a great boat for a summer vacation home or full time liveaboard. If you don't like the neighbors or the neighborhood, you can always move along to another area, and still be at home.

It's all here; two private bedrooms, a separate shower stall in the bathroom, a roomy kitchen with house size appliances, a dining table with real chairs, two full length sofas, good sized closets and dressers, a full sized washer and dryer, two standard twin (30" x 75") beds in the foc'sle, separate engine room, pilothouse with real glass windows at the height of most flying bridges, and plenty of porch/deck space.

The master stateroom, by virtue of it's location above the saloon, has a wonderful view of the world The windows let in lots of light and air — no claustrophobic cave dwelling here. The full sized double bed is built over drawers, and the long dresser provides more storage. Forward is a hanging closet. Over the head of the berth are full width shelves built to fit paperbacks.

The raised pilothouse settee makes for good visibility and is long enough for stretching out on for a nap. Under the settee are drawers for storing charts and navigation information. The helmsman's position, standing at the wheel, is at the usual height for flying bridges on boats this size. But, it's got real glass in the windows for easier viewing and cleaning, and it's heated and air-conditioned for four seasons comfort.

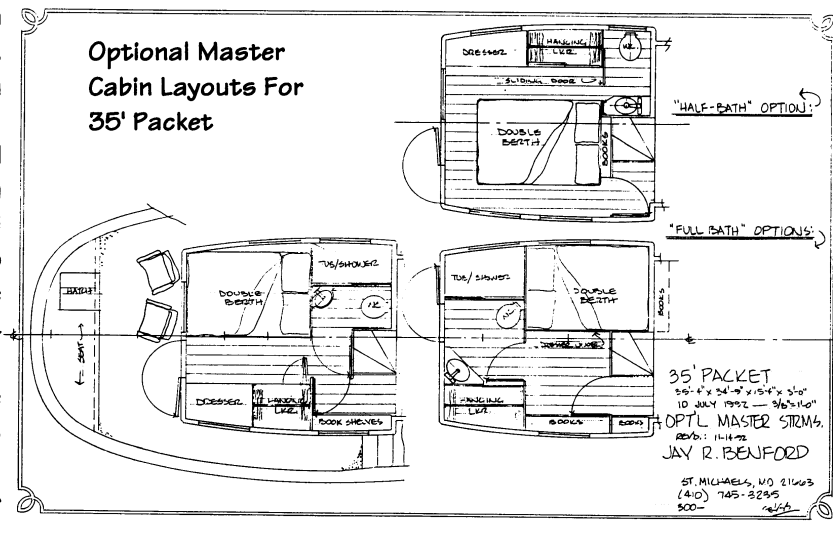
Outside of the pilothouse, the bridgewings let the helmsman look right along either side and will greatly facilitate graceful landings. (The full 360-degree wraparound rubber fender also takes the worry out of where to hang the fenders.) From the wings, steps lead down to the foredeck or aft to the walkaround deck at the stern. This afterdeck has room for deck chairs and plenty of lounging space. Along the port side of the pilothouse is a ladder to the boatdeck. There's room for some lightweight small craft here, and a davit to lift them on and off. The stack can either house the air conditioner or be a storage locker.

Despite her apparent tall height, she has higher stability than most 50-footers. This is due to her generous beam and well designed hull form. With a loaded draft of three feet, she's a great gunkholer and the protective skeg under the prop and rudder means you just put her in reverse and power off.

The other important part about her height is that it still permits her to go up the Hudson River, through the Erie Barge Canal and out the Oswego River onto Lake Ontario. From there, West past the Niagara River to the Welland Canal and into Lake Erie and onward through the Great lakes to Chicago. There, it's through the bridges and connecting to the Mississippi River. This can lead you to side trips on the Illinois, the Ohio, and the Tenn-Tom. All this can be years of exploring the United States. Or, it can be a circumnavigation of the eastern half of the U.S.

The whole boat can be built of materials available from a good lumberyard. Good quality ply with fir framing is the basis for the whole boat. The sides of the houses are all double wall, with insulation built-in. The whole structure is glued together with epoxy, and sheathed with a skin of Dynel or 'glass cloth set in epoxy for abrasion and impact resistance. The cost of materials to build the 35' Packet is less than those for a house.

We used our Fast Yacht software to refine her hull form, providing a shape that will be easily driven with modest power. We also created a developed hull surface. The computer program



lets us "unwrap" the panels from the hull form, and we used this part of the program early on in the design process to be sure we could get the bottom planking out of less than 8' wide sheets. (See page 51 for more on this.)

We've cut the need to use "marine" hardware and equipment wherever possible. All the kitchen, laundry, bath, heating, and air-conditioning equipment can be good quality house equipment. Even the windows and doors can be wood sash — just have 1/4" safety glass substituted for the standard 1/8" window glass.

We've designed an alternative version with a steel hull and houses, with the upper stateroom and pilothouse optionally still built in wood. This is a couple of tons heavier than the all plywood version, and has slightly larger standard tankage by virtue of having integral tanks; 300 gallons of fuel and 500 gallons of water versus 250 and 400 in the wood version. We always suggest larger water capacity in a liveaboard, since it permits longer periods of time between refills. Refilling in the middle of the winter is something to forestall as much as possible, and it's nice to have showers and do laundry on a regular basis.

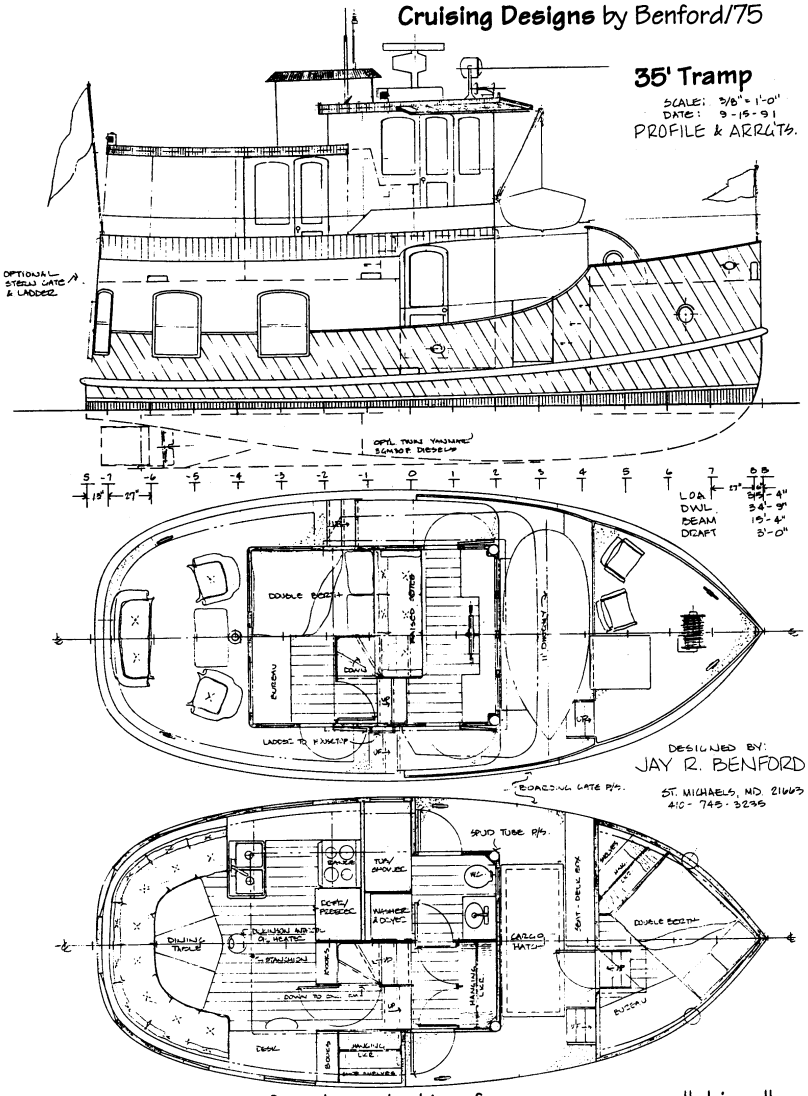
Twin screw versions are certainly possible, though I'd think about a bow thruster as an alternative. Twins might let you end up with three of the same engine, if the right engines and generator were selected, thus simplifying keeping the right spares on board. I'd give serious consideration to a single screw if your normal moorage was reasonable to get in and out of, and you were willing to do a little practicing to get comfortable with your skill in handling her. The initial cost would be lower with only one engine to buy and have installed, and there would be slightly lowered fuel consumption when cruising. I admit that the extra nimbleness in maneuvering with twins has a lot of attraction, and this extra level of confidence might often mean she'd be used more frequently — a goal worth pursuing....

How much weather can she stand, you ask? Well, probably more than any of us would intentionally set off into. And if she gets caught out in something nasty, the basic survival technique is to keep her speed down to the level at which the motion is reasonable for the circumstances. Thus, in a short, steep chop one would slow down more than in big ocean swells.

The structure is stout, her windows and doors are made to keep the water out, and her range of stability is greater than most offshore fishing vessels. My own experience in living aboard a stout offshore sailing vessel is that even those with that capable a boat will wait for good weather before making an open water crossing. It's nice to know your boat is capable of it, even if you don't feel like intentionally seeking it out.

Yes, she can be loaded on a freighter and sent to Europe to do the canals. There's only one section of the French canals that she's too big for. Or, you could send her to Seattle and cruise back and forth to Alaska, exploring the fjords of British Columbia along the way. I spent 18 years cruising out there and didn't begin to see it all. There were still areas on the Northern B.C. charts that were just outlines and no details at all.

However, for those on the East Coast, the combination of the Intra Coastal Waterway, the Great Lakes, and the Rivers systems could provide a lifetime of cruising and exploring. There are still places that are not built up, where you could settle in as a new home port, or visit on your travels. What better way to see the vastness and variety of our country? Or, use this as a way to see the sites of our history and development.



An alternative, for those looking for an even more "shippy" appearance, is the Tramp version, with a well deck about five feet long. The cargo hatch opens into an area below in which to stow diving gear, salvage treasures, or bicycles. The deck space can be used for lounging, carrying a personal watercraft, motorbike, or some extra fifty-five gallon drums of fuel or water.

The forward cabin shows an alternate double berth cabin layout. It can be used with the Packet also, or the Packet's twin bed version can be used on the Tramp. A four foot headroom passage could be provided through the engine room for foul/cold weather access fore and aft. The great cabin in the stern has the dining seating and the lounging seats combined around a large drop-leaf table. There is a ship's office desk opposite the galley. One thing given up in this version is the extra space for walking around the berth in the upper stateroom. We kept the aft bulkhead of the stateroom in the same location, to provide good deck space for the deck chairs. The corner posts of the pilothouse and cabin below it are tubes for the spuds. For those unfamiliar with these, spuds are weighted tubes or poles that drop through the bottom of the boat when mooring or serve as a pivot point for making a turn. These are a smaller version of those found on commercial vessels and can be equally handy to have. You could have either a power or manual winch to raise them up, with controls inside or outside the pilothouse.

For more information or prices on these small ships, call or write us at the address shown in the front of this book. The pricing is being updated as we go to press and, of course, will change with time due to the ongoing course of inflation.