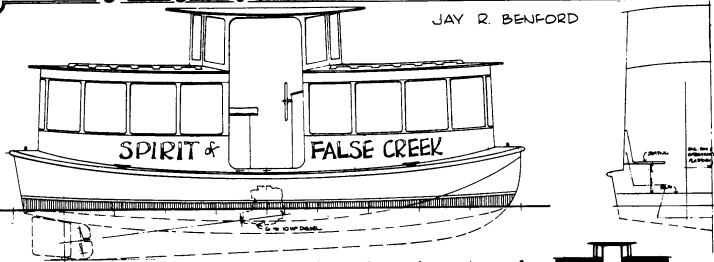
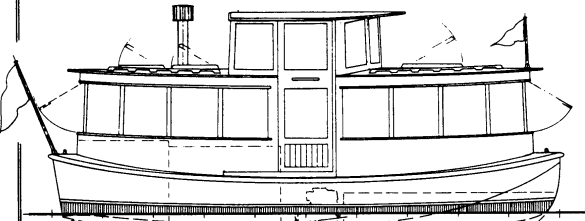
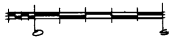
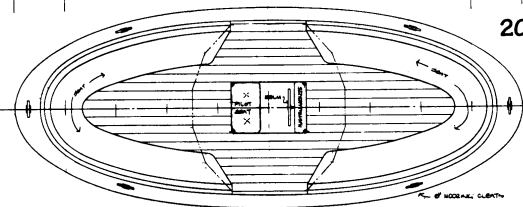


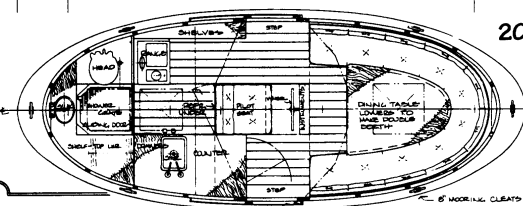
JAY R. BENFORD



20' False Creek Ferry

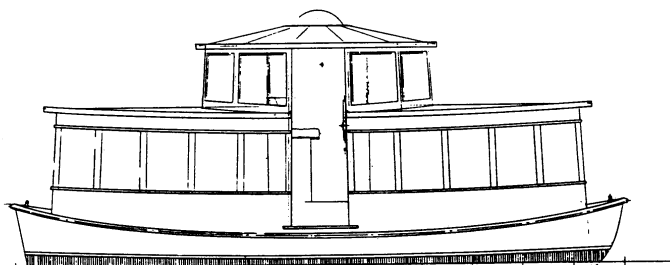


20' Friday Harbor Ferry

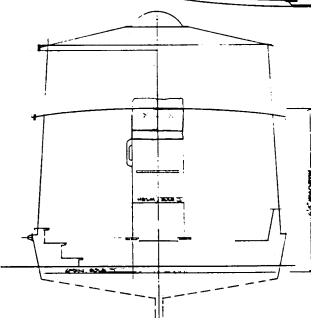
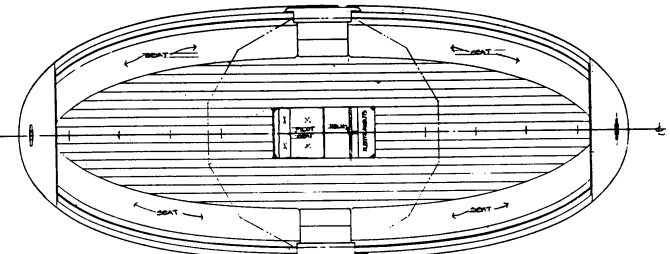
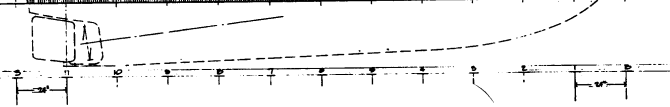


**PARTICULARS**

LOA	20'-0"
DWA	13'-0"
DECK	8'-0"
DRAFT	2'-0"
FREEBOARD	2'-0"
HEAD	4'-0"
LEAVE	1'-0"
DECK (CONCRETE)	4" THICK
DECK (WOOD)	1 1/2"
PRISMATIC COEFF	.605
WATER/FUEL TANKAGE	50/20
HEADROOM	6'-0"



24' Ferry



<b>24' FERRY</b>	
JAY R. BENFORD	
PROFILES & ANGLES	
LOA	24'-0"
DWA	19'-0"
DECK	12'-0"
DRAFT	2'-0"
FREEBOARD	2'-0"
HEAD	4'-0"
LEAVE	1'-0"
DECK (CONCRETE)	4" THICK
DECK (WOOD)	1 1/2"
PRISMATIC COEFF	.605
WATER/FUEL TANKAGE	50/20
HEADROOM	6'-0"

# Ferry Yachts

Designs Number 212, 233 & 253

1983, 1985 & 1986

**20:** Paul Miller of Maple Bay, BC, has now built three fleets of the 20' ferries, which run in Vancouver and Victoria, British Columbia. They're successful workhorses, carrying their load of 12 passengers through all sorts of conditions, and carrying tremendous numbers of them. The two Vancouver fleets did heroic duty during Expo '86 there and were a big hit with the passengers. Having very low operating costs in addition to low construction costs, they are a great success. They could be used for Yacht Club shuttle or service to a private island.

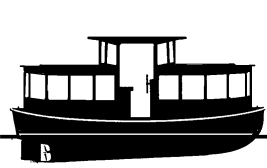
The Friday Harbor version has cruising accommodations for a couple. We've lowered the cabin sole to get standing headroom, put in a galley, and provided for an enclosed head with a shower. She has all the comforts of a small motorhome, without the worry about finding a paved road to the places you want to visit.

**24:** The 24' Ferry was designed as an enlarged 20-footer, the idea being to double the carrying capacity of the ferry, yet operate with the same, single crew member. The extra size over gives better standing headroom and more room for the seated passengers to stretch their legs. Her power requirement is a bit higher, but the actual installed power will likely be the same since the 20s ended up overpowered in the desire to get smoother 2-cylinder engines in them. Thus, fuel consumption will be a bit higher, but probably a bit less on a per passenger-mile basis.

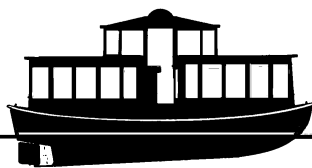
The 24' Friday Harbor Ferry version has all the comfortable features found on land-based motorhomes. Unlike motorhomes, you can get off the beaten path more easily and find places with privacy to anchor for the night. There are two separate sleeping areas, in the pilothouse and the convertible dinette. The roomy head has a separate tub and shower space. The galley has a refrigerator, sink, stove and storage spaces. The desk makes a nice work space for a computer, a typewriter, or doing chart work. The pilothouse is well lit and provides a commanding view for the helmsman. The raised double bed makes a good seat for daytime operations. The opening to the lower cabin can close off to make it a private stateroom at night. She makes a great liveaboard for a couple or summer home for a small family.

**26:** Evolved from the 24' Ferry, the 26' North Channel Ferry has a similar layout, with slightly more room due to the extra beam and length. The hull form was modified to have a more conventional bow shape to take the steeper seas expected in cruising the North Channel and going South for the winter.

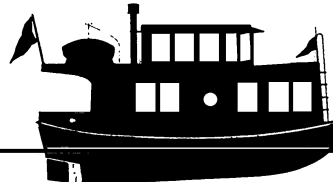
Particulars:	212	233	253
Length overall	20'-0"	24'-0"	26'-0"
Length designed waterline	19'-0"	22'-6"	25'-3"
Beam	8'-0"	10'-0"	11'-2"
Draft	2'-0"	2'-6"	2'-6"
Freeboard: Forward	2'-4 1/2"	2'-6"	6'-3"
Least	1'-2 1/2"	1'-3"	0'-9"
Aft	2'-4 1/2"	2'-6"	3'-6"
Displacement, cruising trim, lbs.	4,260	9,000	10,000
Displacement-length ratio	277	353	277
Prismatic coefficient	.605	.598	
Pounds per inch immersion	580	859	
Water/Fuel Tankage, Gals.	50/20	132/46	
Headroom	5'-2 1/6"-1"	6'-2"	6'-2"



20' False Creek Ferry



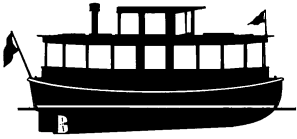
24' Ferry



24' Friday Harbor Ferry

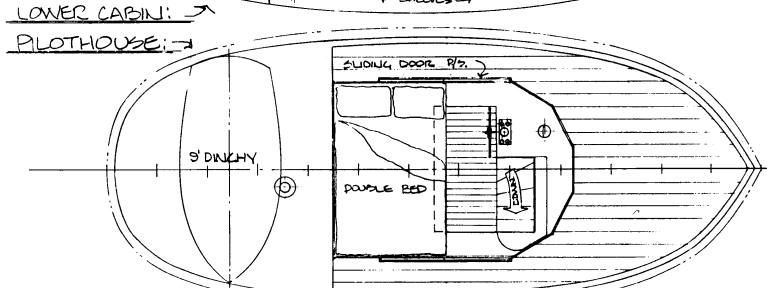
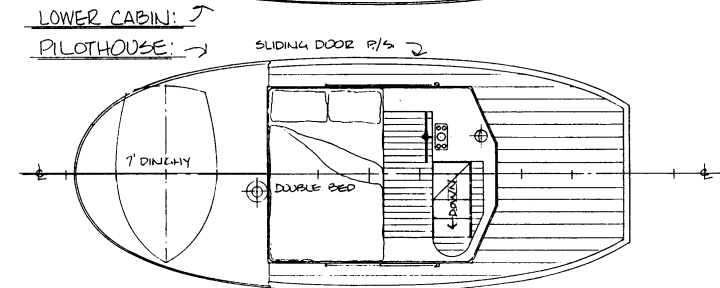
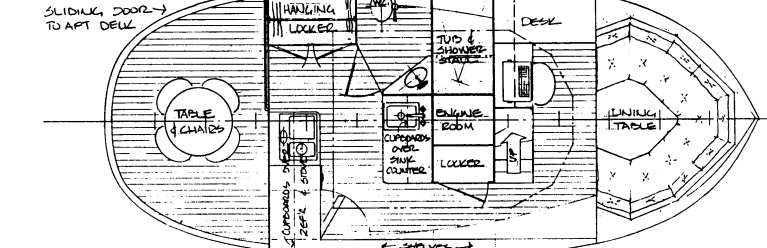
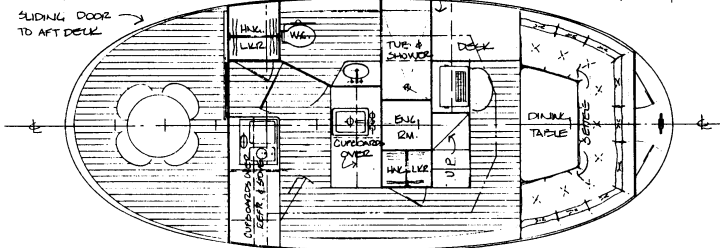
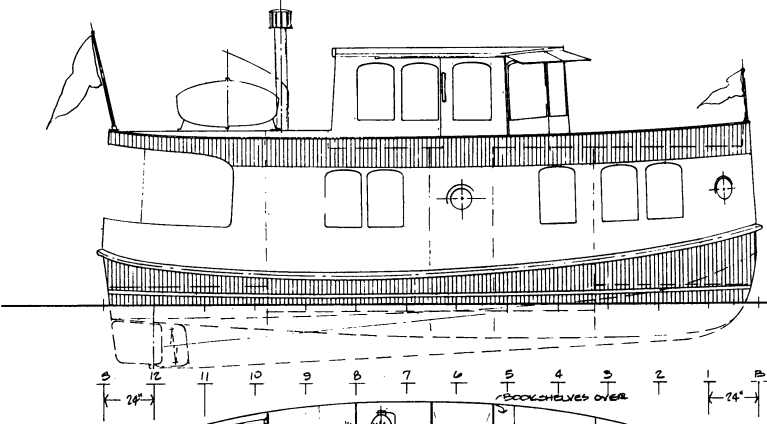
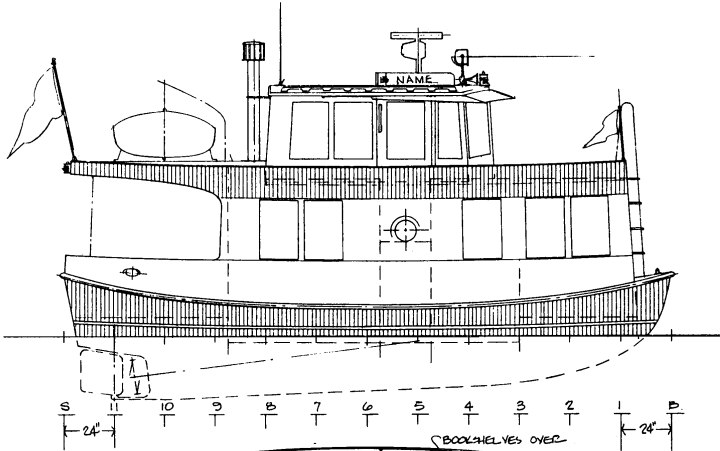
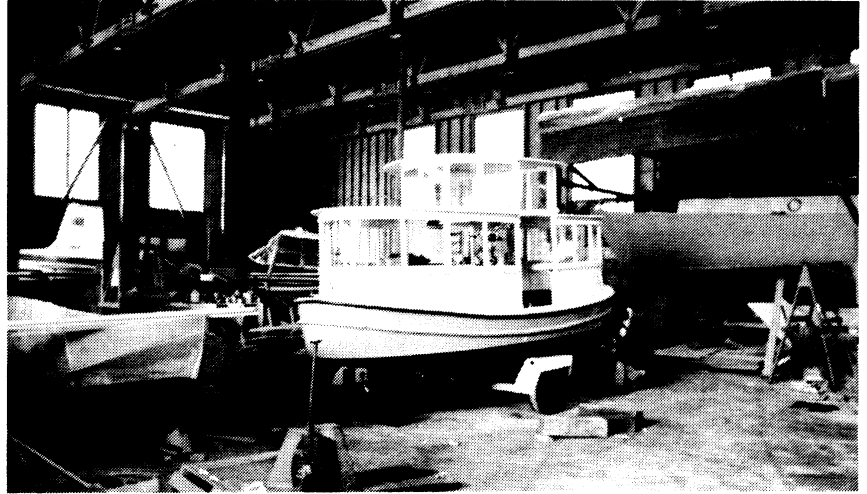


26' North Channel Ferry



20' Friday Harbor Ferry

(Below Right) Paul Miller's shop with two of the Vancouver Aquabus fleet under construction, along with two of our Cape Scott 36' double-ended cutters. (Below Left) One of the Victoria Harbor Ferries in service. Photos courtesy of the builder.



24' Friday Harbor Ferry

26' North Channel Ferry