
THE NEW OLD-TIMERS

THEY'RE NOT
GLITZY AND THEY'RE
CERTAINLY NOT FAST. BUT THEY
HAVE THE CHARM AND
STYLE THAT EVERYONE LOVES
IN A FINE YACHT.

It seems that it is no longer sufficient to own just a good-looking motor yacht. The modern yacht has to be fast, has to have style. It must get you there at breakneck speed with the comfort of a first-rate hotel.

This high-styled, fast-paced mentality certainly suits many of today's yachtsmen, but what about those who yearn for the good old days when yachts had simple elegance, and allowed people the pleasure of the passing scenery? They were seaworthy, comfortable to live aboard, simple to run, didn't burn enough fuel to power a small nation, and had a practical, sensible interior with plenty of wood.

Well, not all hope is lost. Many of these types of yachts are still around, and modern versions of the "old-fashioned" yachts are lurking in the corners of the yachting world, noticeable to anyone willing to look.

Designer Jay Benford sees these new old-timers as "boats that still look like boats." Or, "the sort of boats that 20 years from now will still look like boats."

Gary Ferguson, president of Pilgrim Marine Sales, dealer for the Pilgrim 40, calls it "the stop-and-smell-the-roses school of boating." Adds Peter Hoyt, developer of the Gatsby 39: "These boats are for people who want to enjoy life and have a boat that will make people 'ooh and aah' when they see it."

"People are looking at these boats today because the others are so look-alike,"



Jim Backus is responsible for the Gatsby 39, a modern yacht with old-fashioned lines. The idea came from Backus and Peter Hoyt, who were at a boat show and dissatisfied with the fare offered. The interior, right, is designed with only one couple, and short-term guests, in mind. There is renewed interest in these yachts because not everyone needs to get somewhere fast. They are from the "stop-and-smell-the-roses school of boating."

BY CHARLES BARTHOLD

says James Backus, designer of three of the yachts featured on these pages—the Lord Nelson Victory 49, the Gatsby 39 and the Hans Christian 45.

Such yachts as these also are built for comfort. In fact, while many yachts in the 39' to 50' range strive to translate every bit of space into sleeping quarters, several of these boats are designed for only one couple. In part, that's what makes them so comfortable. There are no attempts to set world records for accommodations. "I don't try to get nine people on a 40' boat," says Backus. "Instead, I make it comfortable for one couple."

And the belowdecks styling of these yachts also shows old-fashioned values and, as one naval architect put it, "the interior doesn't look like a cat in heat."

The best part of these new old-timers is that they incorporate modern engineering and building techniques into yachts with old-fashioned values. "I always wanted a *Trumpy*, but not the headaches," says Bruce Bingham, designer of the Yachts of America 52. Adds Hoyt: "These are classic boats that don't smell of dry rot."

They are a logical extension of the idea long used successfully by builders of trawler-types—salty (even atavistic) good looks and leisurely speeds that appeal to traditionally minded powerboatmen while at the same time luring sailors who have grown tired of turning winches and would prefer turning props.

It is a concept pioneered by such companies as Nordic Tugs, which for eight years has built stout little boats that look just like what their name suggests. With the entry of a number of other firms recently, it is clear that this old-time approach has modern appeal.

And as with trawlers, the prices can be quite attractive, especially when com-



Rick Frayne



Rick Frayne



Ben DeHoff



The Florida Bay Coaster (top and middle left) is designed by Jay Benford and looks like a workboat. Her heavy displacement has several advantages: plenty of interior space, stability and even room for a Jeep on the foredeck. The Hans Christian 45 (top right and top left, next page) is another Jim Backus creation. Built by a long-time sailboat manufacturer, the 45 is designed for cruising inner passages and islands. Her long keel with convex bow sections minimize slamming and

resistance. Her interior is designed for comfort, with a saloon that is large and perfect for entertaining. The Fantail 50 (middle right and above) is the result of four years of thought from Stephen Davis, Rob Ladd, George Hazen, Bill Scales and Scott Sprague. Like most other yachts of her type, she has a large, well-lit saloon. Her engine room is commodious, holding a 135-hp. Lehman diesel. She also has a full walk-around, inlaid teak deck with a 42" high weather screen.



The workboat heritage of the Lord Nelson 49 Victory Tug is obvious (middle left). Designed by The Admiralty Design Group and Jim Backus, she has the look of a tug but the comfort of a modern yacht (above). The pilothouse not only dramatically increases visibility for the helmsman but is ideal for socializing. Two staterooms up forward give her room for two couples while the settee in the saloon can fold into a double. The Pilgrim 40, meanwhile, takes a different tack when it comes to

accommodations (top right and middle). Rather than trying to fit as many people in as possible, designer Gary Ferguson made the 40 comfortable for one couple. Says Ferguson: "Most boats are designed with the majority of their potential living space allotted for nighttime rather than daytime use. We think that's backwards." Since the Pilgrim is designed for extended use, the 40 has only one permanent night-time space: the owner's stateroom forward.

pared with most contemporary motor yachts. The Gatsby 39 and Pilgrim 40 sell in the \$150,000 range. The Fantail 50, among the most elegant and ambitious of the breed, lists for \$269,000, impressively equipped. And even the Krogen 54, with its two 225-hp. diesels, lists for just \$425,000. That's a good deal less than a conventional motor yacht of the same size.

Much of this difference in price is owing, of course, to a difference in power. Where a 50' motor yacht may have 1,000 or more diesel horsepower, yachts in the old-time class carry significantly less. With twin 225s, the Krogen is unusually muscular. So is the Florida Bay Coaster with its 135s. Most have singles, and they go as small as a long 66-hp. diesel in the Gatsby 39.

Here's a close look at some of these yachts—the Florida Bay Coaster, Gatsby 39, Fantail 50, Hans Christian 45, Kadey-Krogen 54, Lord Nelson 49, Yachts of America 52 and Pilgrim 40—and how these builders are bringing the looks of the good old days to today's yachtsmen.

Perhaps the most unusual is the Florida Bay Coaster, designed by Jay Benford and built by the Florida Bay Boat Company. President Reuben Trane calls the first of the models, a 50-footer, "a unique vessel." Few would dispute him.

The inspiration for the Coaster series of welded-steel boats comes from coastal freighters, built for practicality more than stylishness. Trane came up with the idea during the 1986 Annapolis Boat Show, when he met Benford. The first boat—the 50-footer—has been plying the waters of Florida this past winter and will be in New England this summer. A 65-footer is being built, with completion promised by this fall's show. More sizes are expected to follow.

Trane and Benford's intention
/continued on 85

THE NEW OLD-TIMERS

continued from page 67

tion was to build a boat that would be suitable for a liveaboard couple with guests, would have plenty of room and could tour the coastline.

The yacht needed a good deal of stowage space and the ability to handle a large amount of provisions without throwing off the hull's balance. The answer was a 50' steel vessel that weighs 75,000 lb.

Trane describes the Coaster as "part ship, part yacht—lavish she is not, practical she is."

On the exterior the finish is workboat-like—the steel is welded and painted, and that's about it. Inside, the finish work is more akin to a yacht's, with teak and all the comforts of home. Nonetheless, there's a bit of the old rough and ready to her character.

What the Coaster can do is as unusual as her look and construction. Drawing only four feet, the Coaster is meant to be beached. She has a cut-away forefoot along with a full-



Krogen 54—North Sea tradition.

length steel grounding shoe, held upright by load-bearing propellor struts.

On deck the Coaster includes a well deck that can stow a Jeep and a crane that can haul the vehicle on and off. She can carry 1,000 gallons of fuel for a range of 1,000 miles. Powered by twin Ford Lehman 135-hp. diesels, she runs up to 9.5 knots. Below she has two state-

rooms and a fo'c'sle that can sleep two. Fully equipped, with everything but a Jeep, she sells for \$350,000.

Like the Coaster, the Lord Nelson 49 Victory Tug has her roots in working boats and their practicality. Designed by the Admiralty Design Group and James Backus, she has the look of a tug but the comfort of a modern yacht. Her two staterooms forward give her room for two couples. In addition, the settee in the main saloon can fold out to a double and there's a child-size berth in the pilothouse.

The saloon, located on the main deck, seems even larger because of the multitude of windows. Her galley is at the forward end of the saloon to port, an arrangement common among these yachts.

The pilothouse, designed on tugs to provide maximum visibility, does just that on the Victory 49. It is also an ideal place for socializing. The

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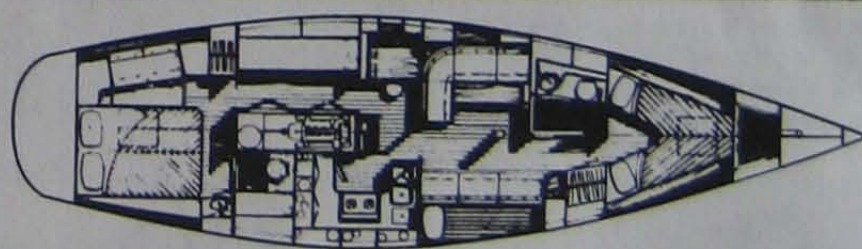
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JULY 1988/YACHTING 85

THE NEW OLD-TIMERS

continued

price for the 49 starts at about \$322,000, with a rather impressive list of standard gear.

With a name that echoes the romanticism of a by-gone era, the Gatsby 39 is the product of two modern men: Peter Hoyt and James Backus. During a meeting at the Seattle Kingdome Boat Show, the two lamented that they couldn't find what they wanted: a comfortable boat, built with modern materials, that didn't look like other yachts being sold today. Seeing none at the show, they decided to come up with one. The 39, which comes as a motorsailer or as a motor yacht, certainly meets their criteria.

According to Backus, the long foredeck accented by a butterfly hatch on the centerline was intended to make the yacht graceful at the dock and under way. Backus says he received his inspiration for the hull from Philip Rhodes and John Alden. The underbody on the

motorsailer has a full keel with a five-foot draft while the motor-yacht's draft is just four feet. Powered by a single four-cylinder 66-hp. Yanmar diesel, she has an oversized rudder to aid maneuverability.

Below she is all comfort, and set up primarily for vacationing or liveaboard couples. Forward of the wheelhouse is the main saloon and galley. The master stateroom is aft. Hoyt and Backus decided that rather than try to cram another stateroom in there, they would work toward the comfort of just one couple.

This team also has kept the price surprisingly comfortable—just \$155,000 for the motor yacht, and \$10,000 more for the motorsailer.

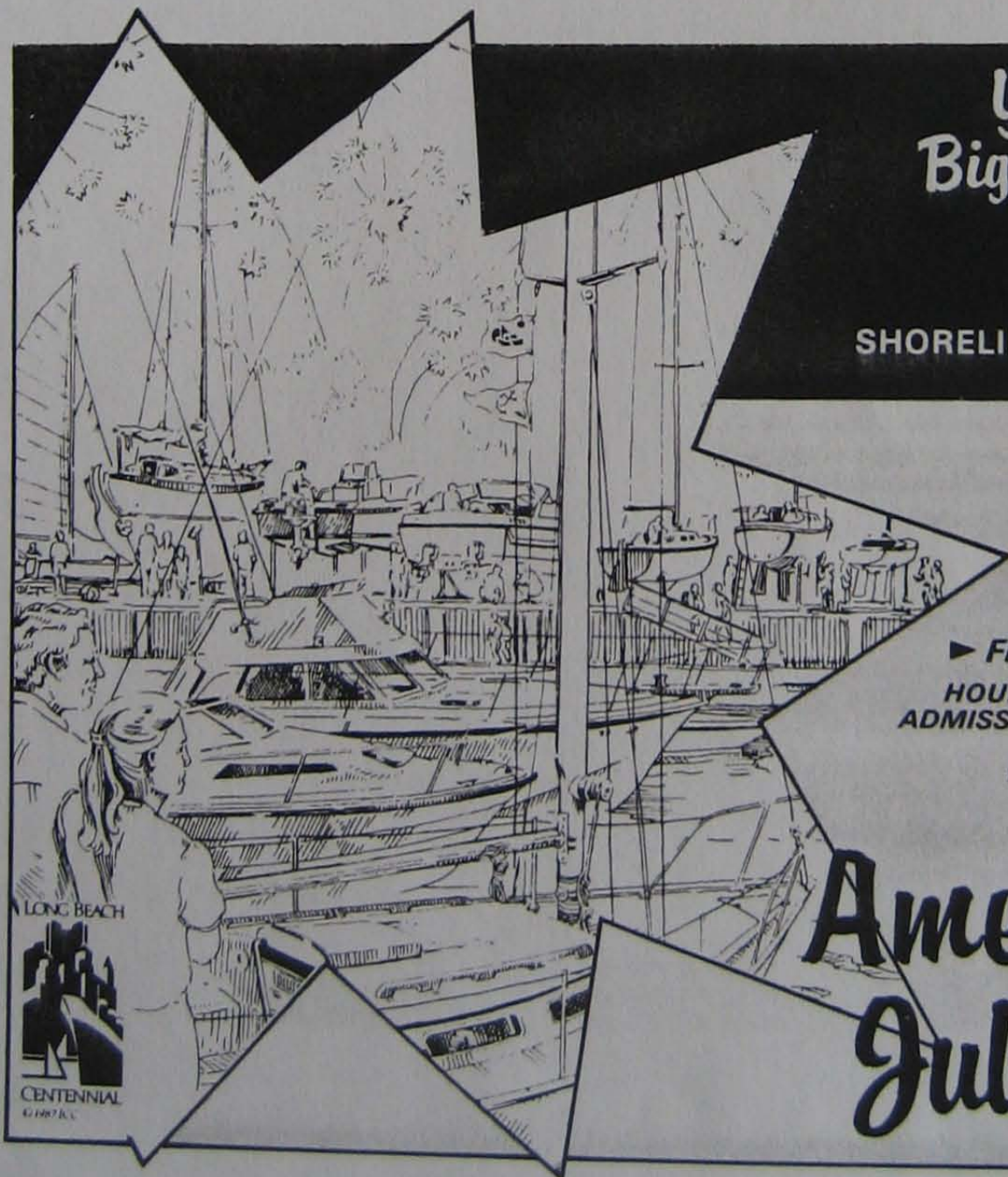
Like the Gatsby, the Pilgrim 40 is designed for the comfort of a few. "We found out that most yachts under 45', power or sail, are claustrophobic and confining with extended use," says Gary Ferguson of Pilgrim. "To us, the strangest enig-

ma of all is the obsessive need to sleep as many people as possible. Most boats are designed with the majority of their potential living space allotted for nighttime rather than daytime use. We think that's backwards."

The result is a yacht with the only cabin forward, with a queen-size berth and a head with shower. The Pilgrim's price is equally simple and straightforward, starting at \$150,000.

The Fantail 50 is what you get after four years of thought by a group of men including artist Stephen Davis, and designers Rob Ladd, George Hazen, Bill Scales and Scott Sprague. Built of fiberglass at the Transworld Boatbuilding Co. in Taiwan, the 50 has the beautiful detailing expected of a fine yacht but with the feel of a ship.

She has a full walk-around teak deck with 42"-high bulwarks. The after lounge contains a curved set-



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