

31' CRUISING YACHT *TANGIER*

DIMENSIONS



LOA:	31' 3"
LWL:	26' 0"
BEAM:	10' 0"
DRAFT:	4' 7"
DISPLACEMENT:	13,400 lbs
BALLAST:	5,092 lbs
SAIL AREA:	595 sq ft
DISP/LENGTH RATIO:	316
S.A./DISP RATIO:	16.87

Garrett Brown found TANGIER to be delightfully fast on his maiden sail home to the Chesapeake.

TANGIER was designed for a gentleman from Philadelphia. Garrett Brown loved his venerable Stonehorse cutter but had grown tired of being unable to stand up. This man loved the "small boat" ethic ... the ability to go out for an hour's sail on a whim or to ghost up shallow creeks beyond sight of his deeper drafted fellow man. Since he stood 6 ft. 5 in. tall in his stocking feet, headroom was the defining factor in choosing the length and configuration of his new steed. Indeed for those of us of more modest stature, this same yacht would serve well without the necessity for the low house aft of the mast. This pocket yacht even has a carbon fiber mast, and her carbon spreaders faux painted to match the genuine Sitka spruce boom and jib-boom.



The interior was wide open and lined in honey colored white pine.



The head with opening port.

The yacht began construction at Multi-Composites in Rockland, Maine in the Winter of 2001 and was launched in August of 2003. Construction was epoxy based, using CoreCell foam in the hull, and cold molded wood for the deck. The interior was everything a very tall man might desire, with comfortable places to sit, (and stand!) a choice of a double or single berth, both of which easily accommodated his outsize stature, and a lovely custom made Luke wood stove to serve as a focal

point on those late autumn sails. There was even an enclosed head.

The cutter rig was large, since *TANGIER*'s home waters do not offer a lot of wind in the summer. Combined with a lot of stability, the result was a yacht that reached her hull speed quickly and was truly fast in most conditions. Her full keel made occasional groundings a non-issue, and the balance was uncannily well tuned so that the tiller stayed very near the centerline no matter the wind strength. Garrett has fitted a slightly bendy mast and a J24-style backstay adjuster, which with a slight tweak removed the weather helm in the puffs.

The interior was essentially one big room, a unique and lovely interior space which no production builder would dare to contrive. You could see from one end of the interior to the other, making the yacht feel far longer than her modest 31 feet. It was all lined with carefully selected clear white pine, banded and varnished and very soothing to the eye.

The owner was an inventor by trade, and many features such as the staysail boom vang, corner fireplace, rescue steps on the rudder trailing edge, and flip-up seats beneath the quarter berth, were ideas that he contrived and commissioned our office to draw. What fun he had, creating this design, and he can now look forward to a lifetime of fine cruising on something that is truly his own unique creation. This design and build project is an example of what a person could do with a lifetime of ideas and a budget of something like double the cost of a mass produced yacht of similar size.



Steps on the rudder enable self- rescue.



The custom bronze staysail vang enables a staysail to be roller furled, and keeps the boom from "kiting" when off the wind in heavy air.



If you were less than six feet tall, you might choose to eliminate the low deckhouse.



The soapstone and stainless steel fireplace served as a focal point.