

## 42' CRUISING CUTTER *HARRY TABARD*

### DIMENSIONS

LOA:	42' 1.5"
LWL:	33' 10"
BEAM:	12' 8"
DRAFT:	5' 5"
DISPLACEMENT, 1/2 load:	24,749 lbs
BALLAST (lead):	9,200 lbs
SAIL AREA (100% foretriangle):	911 sq ft
SAIL AREA/DISP RATIO:	17.16
DISPLACEMENT/LENGTH RATIO:	285



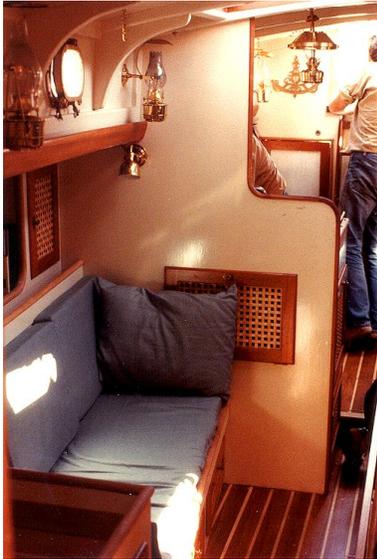
*A very traditional look—but she could really go on a reach!*

*HARRY TABARD* was designed in 1979 for Walter and June Tower of Boston. They wanted an utterly traditional design and I occasionally wonder why they didn't simply bring in a stock design by Alden or Winslow or Rhodes and have me convert it to fiberglass construction. It was mostly, I suppose, a bit of adventurous spirit on their part plus the desire for a little better performance. I'd spent years studying every book I could find by the great designers who came before. Now I was being given a chance to see if I'd actually learned anything.

My take on the hull shape was to push it headlong towards the distinguishable canoe body and separate appendages that were becoming the accepted ideal for good performance at that time. The topside shape was strictly dictated by the aesthetics. But the underbody was mine, and I pared away any vestiges of wineglass shape. The keel was a long fin, with a separate rudder supported by a big skeg. If a sistership were built today the most significant improvement I would make would be to the keel. With outside ballast she would sail even better.

There's something indefinably magical about a traditional interior when it's done right, as it was on *HARRY*. Like a centuries old London pub or gentleman's club, it seems to welcome you in and put its arms around you and make you feel all gooshy inside. At 42 feet there is enough volume to be quite comfortable, even when sailing offshore with lots of other bodies about. The coal fired stove

is centrally located, making it a focal point especially for cruises up the Labrador coast which is where *HARRY* seemed naturally to point her nose. The deck was teak clad and surrounded by unusually high bulwarks and I'd do this again. This gave a real feeling of security, though of course their weight reduced the performance somewhat. All of the portholes are opening, and located upon vertical house sides so they let in light and air but not a lot of spray. Having a true wood house, her house front is vertical too, making possible a couple of opening ports facing forward. Some people criticize these calling them gun ports, but with them open the whole interior is blasted with fresh air which can be a blessing when it's hot.



*That grating lets the heat from the stove pass through into the main cabin.*



*The coal stove is a focal point.*



*Head and separate shower to port, plus a very large veeberth.*

Walter will contend to his dying breath that *HARRY* is the finest yacht ever built. But I'm a yacht designer and capable of learning something in thirty years of work. What would I change? I'd vee the forward sections a bit more, and at the same time narrow the entry angles a degree or two. The midship section is still as close to perfect as I can conjure, so no change there. Likewise the stern sections- don't fix it if it ain't broke. The most telling improvement would be to the keel; *HARRY* had a long shallow NACA 00 foil fin keel and used inside ballast. Our bulbed "PAINE KEEL", with outside ballast, would lower the center of gravity markedly making the yacht perceptibly stiffer and that much faster. I'd now use a laminar flow foil section- something I usually avoided on cruising designs since they are not helmed to perfection by rock stars, indeed they are often helmed by Otto the Pilot rather than the human hand. But there is sufficient area here to compensate for a more critical NACA 64 section. These few tweaks would enable a modern *HARRY TABARD* to point 5 degrees closer to the wind on each tack which can add up to days if the wind blows the wrong direction on an ocean crossing.

A modern version of this design, built lighter using modern materials and with an updated keel, almost HAS to be built. Imagine a yacht that looks just like this, but sails two knots faster on every point of sail. It can and should be done.

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*The sail emblem was the owners' idea- another battle lost by the architect!*