

48' CRUISING YACHT *WHISTLER 48*



DIMENSIONS

LOA:	47' 8"
LWL:	39' 6"
BEAM:	13' 11"
DRAFT:	5' 10"
DISPLACEMENT, 1/2 load:	35,909 lbs
BALLAST (lead):	13,600 lbs
AIL AREA (100% foretriangle):	1176 sq ft
DISPLACEMENT/LENGTH RATIO:	281
SAIL AREA/DISP RATIO:	17.29

Bob Kells adjusts the toot line on his brand new WHISTLER 48.

In 1981 Crozier Fox was ready to build a larger design than his *WHISTLER 32*. By this time the economics of the yacht building industry were pretty well known. Profit margins ranged between negative ten percent and positive five. Many yacht builders tended to be well meaning aficionados who built boats because they loved them. Come to think of it, they were a lot like me. The problem was how to stay in business, and the conventional answer was to offer more designs.

At the high end of the market—the low volume, high quality boutique builders—new models were often partially financed by “first owners”. Someone like Bob Kells would come along who yearned for something different. He’d hire the designer and finance part or in some cases all of the mold tooling. Then the builder would return him a percentage on every sistership. Proving in many cases that boat owners are not the world’s most canny investors. In a few rare instances, they got their “investment” back.

The driving force behind the *Whistler 48* was the pilothouse. Apart from this it was basically a scaled up *HARRY TABARD* with a Scheel Keel. In a way this pilothouse was a watershed for me. I could make it more practical with taller forward windows, or I could make it prettier by keeping the pilothouse low. For the rest of my career I worshipped at the altar of beauty and threw practicality to the winds when the two conflicted. Four yachts were built to the *WHISTLER 48* design and 28 years later they were still being maintained in new condition by their owners. So we must have done something right.



Able Marine built WHISTLER 48's interior joinerwork that was the equal of Hinckley or Morris.