

20 METER ALUMINUM SLOOP **EVOLUTION**

PRINCIPAL DIMENSIONS

LOA:	20.02 m	65' 8"
LWL:	17.30 m	56' 9"
BEAM (excluding guards):	5.20 m	17' 1"
DRAFT, on DWL:	2.08 m	6' 10"
DISP, 1/2 load:	33,848 kg	74,500 lbs
SAIL AREA:	165.125 sq M	1,777 sq ft
BALLAST:	9,570 kg	21,098 lbs
CONSTRUCTION:	Welded Aluminum	
PROPULSION:	Isuzu MP - 150, 144hp	
FUEL TANKAGE, diesel:	1,514 ltr	400 gal
FRESH WATER TANKAGE:	1,325 ltr	350 gal
HOLDING TANK, sewage:	95 ltr	25 gal



ERIC DUTTENHOFER WAVES GOODBYE TO BEQUIA AT ELEVEN KNOTS.

Our 20 meter sloop is the second largest of our Bermuda Series of high speed offshore cruising designs. The first two yachts to the design were launched in the Summer of 1995. The yachts were built in aluminum to the very highest quality obtainable anywhere in the world. The Gouwerok yard in Aalsmeer Holland built the aluminum hull, deck and superstructure, from computer cut and formed parts precision

milled by Centraalstaal, the world's most advanced facility in metal ship construction. Fit-out was done by Willem Dorr of Lemmer, and insulation, plumbing, wiring, etc. by the same subcontractors that serve the entire Dutch yacht building industry and produce its legendary level of quality.

The yachts were designed for two extremely experienced voyagers, both of whom anticipate living aboard for tens of thousands of miles, with an emphasis upon high latitude destinations where extreme weather may be encountered. The basic Bermuda Series hull has been tweaked to match the expected conditions. The bow is high in order to reduce the amount of spray finding its way aboard. The deck is surrounded by high double plate bulwarks, there are extremely large combined hawsehole/scuppers through which a very large eye splice may be fed, and there is no railcap to require maintenance, nor indeed any wood at all on deck. There are three rather than the usual two watertight bulkheads, with high capacity engine driven pumping of all four compartments. Lifting lugs are welded to the hull structure, strategically placed in relationship to deck hatches so that the yacht may be hoisted on board a ship by slings if necessary. All machinery is located in the aft engine room, isolating its noise and odors behind a watertight bulkhead.

Owing to the extensive outfitting of the yachts, with all stateroom heating, overspec insulation, damage control piping, long endurance refrigeration and freezer capacity, and very long range tankage, these yachts are slightly heavier than the majority of our recent Bermuda Series designs, with a displacement/length ratio of 177 at half load. Still, with brutally high designed stability and a good sized sailplan, this is a yacht that can really fly once out in the high winds of the open ocean.

Deck design is stylish, clean and simple. Underdeck conduits lead the mainsheet, reefing and primary halyards aft to a sheltered sail handling area aft of the pilothouse, where three electric winches and halyard fall bins are available to keep the cockpit clean of spaghetti. An electric winch is located aft of the mast for offwind sail hoisting, or hoisting a shipmate up the mast. The anchor handling is through enclosed chutes, the anchors and their cables grossly oversize, the warping drum protrudes above a remarkably clean foredeck. The cockpit is sumptuous, with extensive storage lockers including dedicated areas for dive tanks, liferaft, dinghy outboard, dinghy fuel, etc. A deck accessed stowage compartment forward of the accommodations is intended for the stowage of light sails and fenders.



A fully enclosed pilothouse, accessed via a sliding metal door, is the focal point of the design. Located within are a comfortable watchstander's berth, chart table with flush mounted navigation instruments and radios, heated oilskin locker, and inside helm seat. The pilothouse is heated, there is excellent all around visibility in inclement weather, yet excellent ventilation is available thanks to two overhead

hatches. A sliding pocket door in the aft wall permits ventilation when open, yet closes watertight against gaskets when closed for storm security.

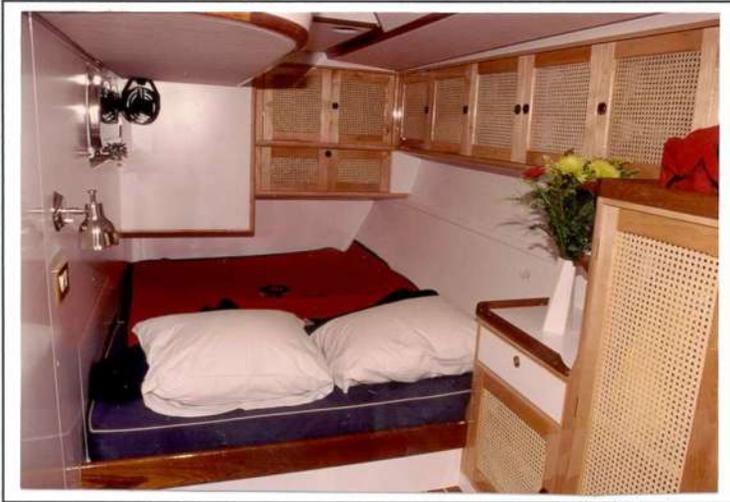
The triple spreader rig might at first view look overly large for such a light displacement yacht, but this is because the yacht is designed to never require that nemesis of shorthanded sailors- a genoa jib. The foretriangle is filled by a combination of a simple, roller reefing, self tending staysail and a low cut yankee of minimal overlap. (A genoa may be used for light air and downwind sailing). With no genny regularly used, the spreader base is quite wide, resulting in unusually effective athwartship support, and a relatively light mast section. The diagonal shrouds are attached well inboard. With the uppers emerging from the bulwarks, this means passage forward along the side decks is totally unimpeded by the shrouds.

The keel design is the latest refinement of the "Paine Keel", a proprietary winged bulb geometry which we have been perfecting over the past few years. Its very effective endplate effect combines with the low center of gravity engendered by the elliptical bulb to yield deep keel windward ability despite a remarkably shoal draft of just over two meters.

Interior accommodations offer complete privacy for three couples. Since this is a modest number of sleeping cabins for a yacht of this size, the rest of the boat is sumptuously spacious for common use. The aft head is more properly termed a "bathroom", is located close to the companionway, and offers a lovely bathtub which is also usable as a shower. The galley is larger than one would find in a European home, with a secure nook for the cook to occupy when using the stove or cleaning up. Both a chest type freezer and an upright refrigerator are available, and the refrigeration system is doubly redundant to minimize any chance of failure. The lounging area comfortably accommodates six for dinner, with overflow capacity for two more to port in a comfortable custom built sofa. Entertainment items such as a television, VCR, and mini-tower CD/ stereo are hidden when not in use behind attractive caned locker fronts. The salon table converts, by removing a leaf, to a smaller cocktail table, and it is mounted on an air spring so it may be raised or lowered to the most convenient height. The forward owner's stateroom features a king size double berth, two huge closets for hanging articles, a writing desk and bureau. There is ensuite access to a private head forward, with a circular shower stall. There is a watertight bulkhead at the forward end of the accommodations. All machinery is located in a huge engineer's room aft of the accommodations, accessible from on deck via the port seat locker, or through a watertight door in the port guest cabin.

This pair of 20 meter BERMUDA SERIES sloops are among the finest offshore oriented yachts launched this decade. They use highest technology aluminum construction to achieve the strength required for a mission that includes ice service. Their long, lean, and unusually stable shape means the harder it blows, the faster they'll go until well into the teens on the knotmeter. Sisterships are available for construction beginning immediately, at a cost of approximately 2.5 million US dollars f.o.b. Holland, depending upon exchange rates and final specification.

We are also in a position to enable construction in either Canada or New Zealand at a somewhat lower cost.



The aft stateroom to port. Note the huge double bed and exquisite wicker-paneled maple lockers.



With dual redundant autopilots, proximity alarm and full length watchstander's berth, this is how oceans are crossed.



Flood-lit line handling areas with rope bins just outside the pilothouse.



From the inside steering station there is a clear view right to the bow.



The aft head is hotel room-sized and even has a bathtub.