

CHUCK PAINE'S BERMUDA SERIES

**80' LIGHT DISPLACEMENT KETCH**  
**"LEONORE"**



THE 80 FOOT **LEONORE** WAS COMMISSIONED IN JANUARY 2003 IN AUCKLAND. SHE IS A WONDERFUL EXAMPLE OF THE QUALITY OF WORK THAT CAN RESULT FROM A FIRST CLASS NEW ZEALAND YARD (KELLY ARCHER BOATBUILDERS) ALONG WITH OUR OWN EXCELLENT DRAWINGS, ENGINEERING AND GUIDANCE.

LOA:	24.38 m	80' 0"
LWL:	22.25 m	73' 0"
BEAM (excluding guards):	5.94 m	19' 6"
DRAFT, on DWL:	2.67 m	8' 9"
DISP, 1/2 load:	52,249 kg	115,000 lbs
SAIL AREA:	238.41 sq m	2,566 sq ft
BALLAST:	16,364 kg	36,000 lbs
PROPULSION:		Cummins 280 hp Diesel
FUEL TANKAGE, diesel:	3,800 ltr	1000 US gal
FRESH WATER TANKAGE:	1,767 ltr	465 US gal
HOLDING TANK, SEWAGE:	798 ltr	210 US gal
CONSTRUCTION:	TYPE 5083-H321 ALUMINUM	
BUILDER:	KELLEY ARCHER, N.Z.	
COST:	APPROX. US \$4,500,000 FULLY COMPLETE	

This 80 foot high speed cruising yacht is among the largest of our Bermuda Series of light displacement long distance cruisers. She was built for an American yachtsman at Kelly Archer Boatbuilders in Albany, New Zealand. Experience with this yacht has engendered our fullest confidence in the builder, to the extent that the next yacht to be built at Kelly's yard was also of our design- she is the 63 footer *ONORA* for American owner Jim Foley.



JIM FOLEY'S 63 FOOTER **ONORA**

*LEONORE* is intended as very nearly a singlehanded yacht, whose objective is to be piloted and manually steered (for fun) much of the time by a single person. The wheel steering is hydraulically assisted, a sort of power steering which can be varied in its responsiveness and power between 3.5 and 6 turns lock to lock. Hydraulics are also used to control the impressive power of the sails and to hoist the anchor, making her truly possible to reef and trim singlehanded, if necessary. The engine room on this yacht is probably the largest ever designed on a yacht of this size, has full headroom and enough "excess" space to permit instantaneous access to every service point of every piece of machinery, plumbing or pump without removing or opening access panels. A large area of open space between the pilothouse and the lower accommodations gives the latter a cathedral ceiling effect, and the entire yacht a wonderful feel of spaciousness and light.

The deck plan is also highly functional. The aft cabin top is nearly flat, enabling the hard bottomed inflatable to be conveniently stored here. A halyard from the mizzen mast is used to deploy and retrieve the dinghy. The main decks are teak surfaced for footing and appearance, while the entire cockpit area is white awlgripped with grit based nonskid where necessary, making it easy to keep spotlessly clean. A scoop shaped transom has a large deck near water level which facilitates boarding from a dinghy and can be used for swimming and diving. There are full length guard rails to protect the topsides and these are placed so as to shade a considerable number of large hull windows which will introduce an unusual plenitude of light to the interior. Particular attention has been made to provision of solar panels sufficient to keep a very large battery bank charged when the yacht is unoccupied, and these house batteries, weighing over a ton, are housed in the keel cavity to contribute to the yacht's stability.



THE DESIGNER READIES FOR AN EVENING WATCH  
SOMEWHERE BETWEEN FIJI AND NEW ZEALAND.



THE ELEVATED PILOTHOUSE MAKES A GREAT DINING LOCATION, AND A LARGE CHART TABLE AND CONNING STATION IS TO STARBOARD, ALL WITH WONDERFUL VIEWS OUT THE LARGE WINDOWS.

The pilothouse is the central focal point of the entire design. It is of a long, low design- so low in fact that the helmsman is able to see over its top from the steering position, standing upon a purpose built step which doubles as a storage box. The very large size of the wheel further improves visibility past the pilothouse. There is a sheltered steering station inside the pilothouse which uses the autopilot controls rather than a wheel for steering. Engine controls and navigation monitors are provided here as well. This area is largely open to the forward accommodations, enhancing the feeling of light and space.



THE BELOWDECKS DINING AREA SHOWING THE WONDERFUL VISUAL INTEGRATION WITH THE PILOTHOUSE

A U-shaped dinette capable of dining four persons occupies the port side of the pilothouse, and it is elevated so that the diners may enjoy a full 360 degree view from comfortable seating positions. A larger dinette is provided belowdecks for use by the crew, or at sea. The pilothouse is fully watertight, with a sealed door to the cockpit so that it may be heated or air conditioned and kept dry in heavy weather.



THE FULL WIDTH OWNERS' CABIN AFT WITH PRIVATE ACCESS TO THE DECK, SEABERTH TO STARBOARD, DOUBLE TO PORT

There are two guest cabins forward each with its own head and access to a huge shared shower stall. This shower is designed with an overhead hatch to be left open in the tropics, providing a blast of natural ventilation at all times - the hatch being located in the shower stall needs not be shut each time a tropical rainsquall passes by.



THE STARBOARD GUEST CABIN HAS ENSUITE ACCESS TO THE FORWARD HEAD AND AN OPENING HULL PORT.



A BEAUTIFULLY CRAFTED GALLEY WITH HUGE AMOUNTS OF STOWAGE, REFRIGERATOR AND FREEZER CAPACITY.



THE HEADS ARE BEAUTIFULLY LIT AND ENTIRELY AWLGRIPPED TO MAKE THEM EASY TO KEEP CLEAN.

A combination of exceptional stability and a long and lean hull design make this yacht a very high speed passagemaker in tradewind conditions, with 11 to 13 knot sailing speeds possible. When the wind doesn't blow, a powerful main engine is connected to the propeller by a Hundested VP4 pitch control unit, capable of up to 12 knots under power. For fast passages, overpitching the Hundested allows motorsailing days runs of over 250 miles while consuming only moderate amounts of fuel.



**LEONORE** AT ANCHOR IN A PACIFIC PARADISE.  
YOUR SISTERSHIP AWAITS YOU.

Our recent experience with Kelly Archer has encouraged us to establish a close relationship with this small but supremely capable yard. Yachtsmen wanting the very highest quality design and construction in a yacht up to 100 feet in length will be well served by the emerging Paine/Archer partnership.

Builder:  
Kelly Archer Boatbuilders  
Airborne Road.  
Albany, Auckland New Zealand  
0116494158252  
[www.kellyarcher.co.nz](http://www.kellyarcher.co.nz)

Designer:  
Chuck Paine & Associates Inc.  
P.O. Box 763  
Camden, Maine 04843 USA  
207-236-2166  
[www.chuckpaine.com](http://www.chuckpaine.com)