LEGACY YACHTS

30' CRUISING YACHT
LEIGH

DIMENSIONS

LOA:	**29' 8"**
LWL:	**23' 1.5"**
BEAM:	**9' 7"**
DRAFT:	**4' 7"**
DISPLACEMENT, 1/2 load:	**9,010 lbs**
BALLAST (lead):	**4,400 lbs**
SAIL AREA (100% foretriangle):	**440 sq ft**
SAIL AREA/DISP RATIO:	**16.26**
DISPLACEMENT/LENGTH RATIO:	**317**

LEIGH's hull is an easily driven moderate displacement canoe stern design with a full keel. *LEIGH* has proven herself to be fast and well balanced and just large enough for a small family to enjoy.

The canoe stern, heavy outside lead ballast, full keel, and moderate beam ensure seaworthiness beyond her small size, an easy motion, and the directional stability expected for offshore sailing. The balanced sail plan and hull design ensure that *LEIGH* can be easily steered on all points of sail. Careful trim of the sails can actually neutralize the helm completely allowing time for the helmsman to walk away to ready ground tackle, check charts, or just relax. The long keel reduces the draft to the point that she can work to windward in five feet of water, a decided advantage for U.S. East Coast sailing.

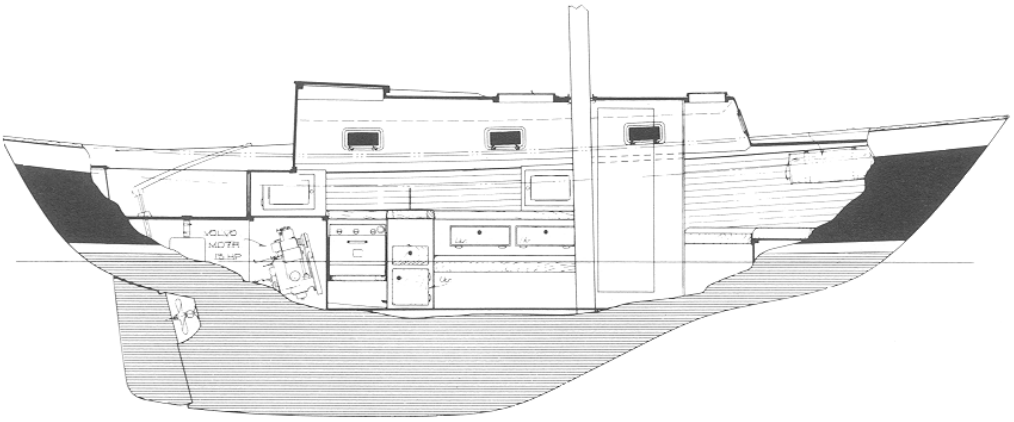
The *LEIGH* and traditional Colin Archer heavy displacement North Sea double-enders are as dissimilar as the Clipper ship and East Indiaman were a hundred and fifty years ago. *LEIGH* is as sporty as a Clipper Ship under sail, and she changed folks' ideas about double- ender performance.

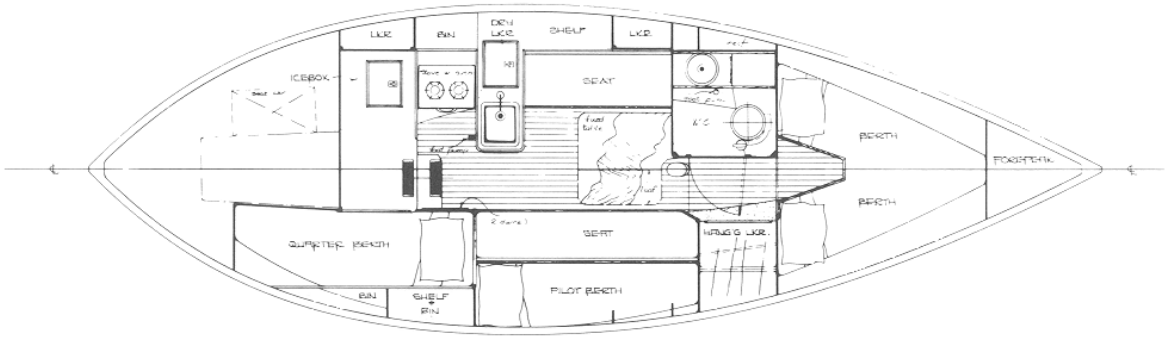
She can really squeeze to windward with a big genoa.

The cutter rig sail plan is simple and manageable under all conditions. A genoa jib can be carried in light airs, which really perks up the coastal cruising performance. She is still manageable in winds up to 35/40 knots using the staysail alone. The yankee jib is rigged with roller furling for an easy quick reef before resorting to the staysail.

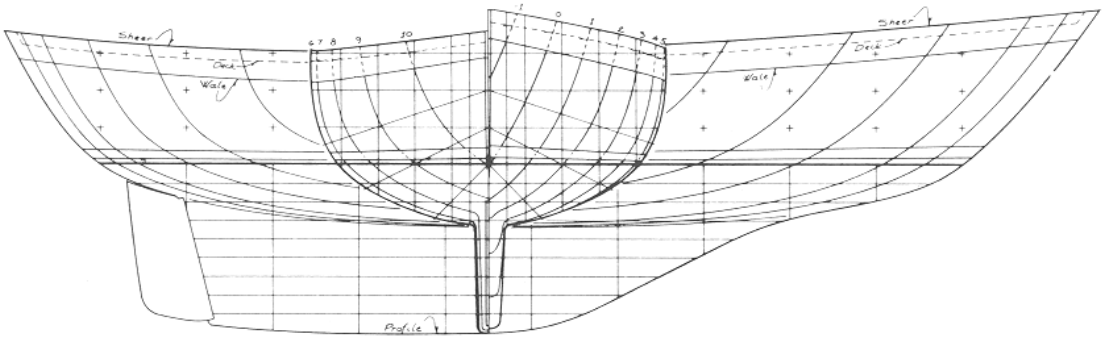
The deck and cockpit are designed for ease of movement and safety. The bulwarks are high and the side decks wide and of relatively flat camber- something of a bugaboo for me throughout my career. The argument could be made that an inch of camber is enough in a side deck, and many Chuck Paine designs have no more than this making them more comfortable underfoot. The cockpit is high enough above the waterline to drain quickly and remain dry, though it is a bit smaller than ideal for the usual four person crew. The cabin gives good shelter to the helmsman without obstructing vision forward, at least until a dodger is fitted. The mainsheet leads directly into the cockpit, either from the end of the boom to well aft, or on some boats to a traveler on the bridge deck.

Morris Yachts built *LEIGH*s had a hand lay-up single skin fiberglass hull consisting of 1.5 oz. mat and 18 oz. woven roving. There were five mats and three roving above the water line and six mats and four rovings from above the water line to the centerline. It was Paine Yacht Design protocol to use more layers of thinner material rather than fewer layers of thicker. Of course this made for more handling during layup and the attendant higher cost, but it put less pressure on “overlaps” and I believe to this day that these layups will outlast the cheaper ones with fewer layers. The Morris decks were also hand lay-up balsa-cored fiberglass. The ballast was an externally mounted 4400lb. lead casting, faired to the hull and secured with seven bronze keel bolts.

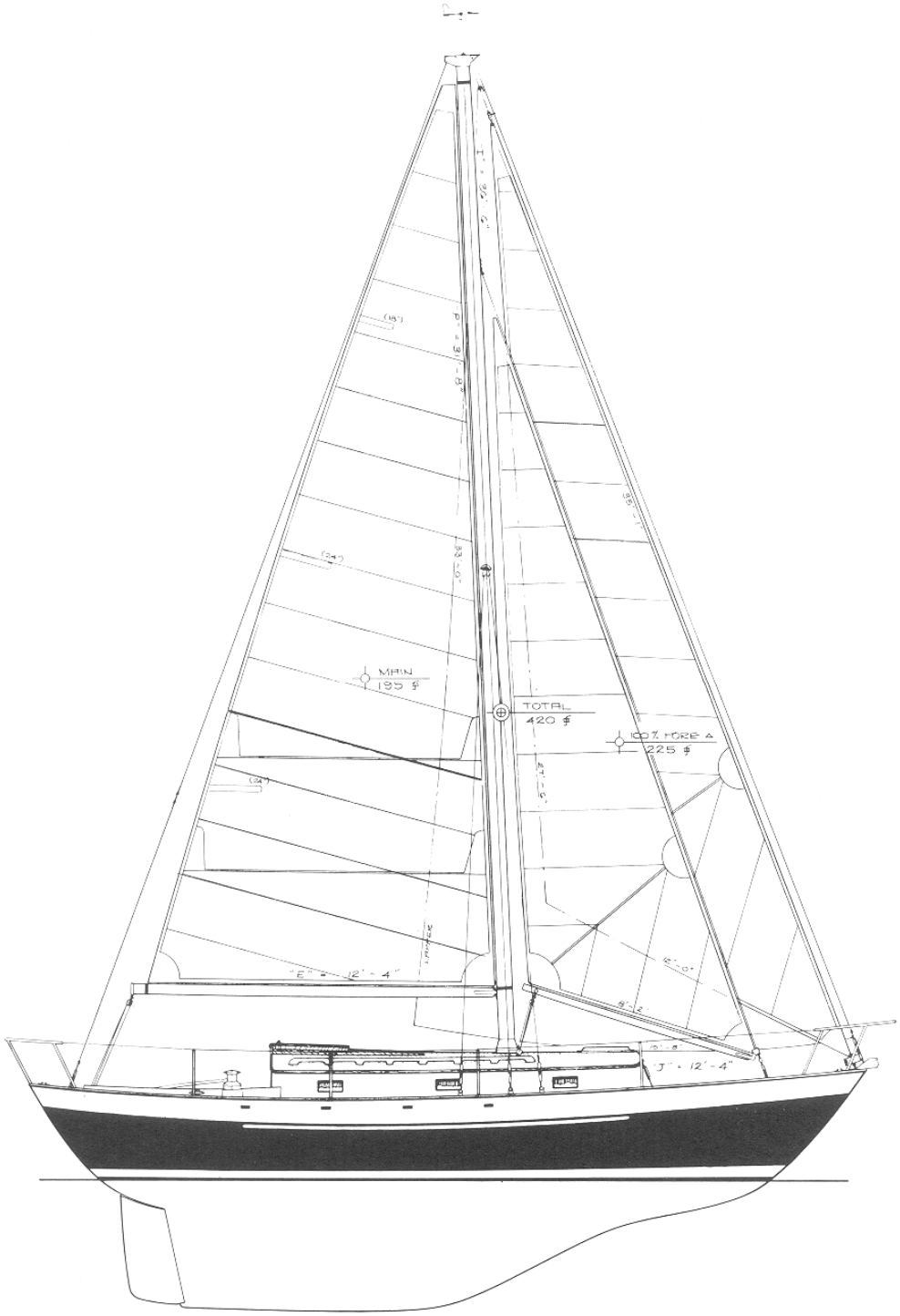




The most ambitious interior, berth wise. Three of the four berths are on one side, a shortcoming. Most boats replaced the tiller with a wheel, which gets the helmsman further aft.



A stiff, fast sailing double-ender with a large full keel.



The boat balances beautifully with this sailplan.

For plans or further information contact Mark Fitzgerald: mark@markfitzmarine.com

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