

32' CRUISING YACHT *WHISTLER 32*



The first few boats were rigged as cat-ketches. This one is "readin' both pages."

DIMENSIONS

LOA:	32' 0"
LWL:	25' 10"
BEAM:	10' 6"
DRAFT: BOARD UP	3' 10"
DISPLACEMENT, 1/2 load:	11,923 lbs
BALLAST (lead):	4,728 lbs
SAIL AREA (100% foretriangle):	520 sq ft
DISP/L RATIO:	309
SAIL AREA/DISP RATIO:	15.94

Shortly after designing the *BAHAMA SANDPIPER* I was hired by Crozier Fox, Tom Morris's neighbor and also a boatbuilder, to design a 32 foot keel-centerboarder that he named the *WHISTLER 32*. His boatyard Able Marine had been building small trailerable sailboats and wanted to add something larger. A brilliant promoter named Garry Hoyt had spent a couple of years and a great deal of effort extolling the virtues of the cat-ketch rig. It's a lot easier to steal an idea than to invent one and Cro and I just thought we'd grab a small chunk of the market Garry had created.

The *WHISTLER 32* had a lot of virtues and few flaws. As had become my habit I carved a half model and used it to develop her conservative, beamy hull shape. The keel was shallow and undulated aft to meet the bottom of the rudder. This was a shape with a lot of wetted surface which I matched with a big sailplan. I believe this combination makes the best possible offshore cruiser since the hull has significant "engagement with the water" and can press on when boats with less lateral plane are overwhelmed.

Like the *BAHAMA SANDPIPER* before it I took liberties with symmetry in that both designs had the mizzen mast off-center to improve traffic flow. Nobody ever recognized the fact—one of those tree-falling-in-the-forest conundrums.

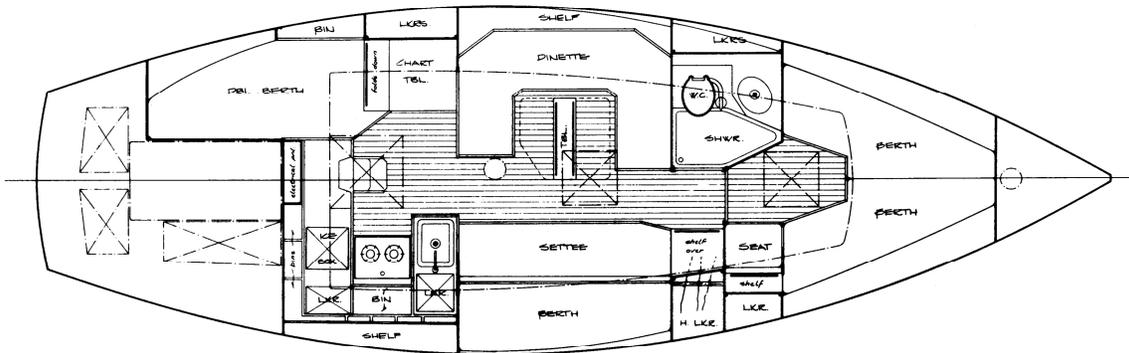
We also began to recognize that new materials enabled old problems to be put behind us. One problem that had plagued wooden centerboarders was leakage around the centerboard pin. We saw that this could be avoided if the pivot pin were kept entirely from penetrating the hull.

I'd done this before on the Bahama Sandpiper and scaled it up in size to handle the much larger loads on the Whistler. The centerboard pin was captured in molded vertical slots and held up by a welded stainless steel bracket that fit up into the trunk. The only deficiency that manifested itself with the passage of time was a propensity of the welds in the bracket to fail.

The cat-ketch rig was a bit of a gimmick. All cat rigs are inefficient because they put the mast at the leading edge of the airfoil which spoils the airflow over the sail. The ideal airfoil has a narrow radius at the front, thickening to a point between 30% and 40% of the way downstream, and tapering to a thin trailing edge. A sail lacks thickness—unlike a true airfoil— but can best tolerate a spoiler, such as a mast, if it is as far from the leading or trailing edges as possible. This is the reason a jib is so much more powerful than a mainsail. Try sailing a boat with an equal sized jib and mainsail, using only one of the sails. It will sail twice as fast with the jib alone as with the mainsail.

A couple of years into the series Cro had me design a cutter rig. Though an afterthought this

created a truly great boat. The advantage of the cat-ketch rig, though, was that dead downwind you could effortlessly wing out the sails on opposite sides- "readin' both pages" as the schooner men would say. To present the same sail area to the wind on a sloop or cutter you'd have to get out the whisker pole, and everyone knows most yachtsmen are too lazy to bother with that.



This interior is the "standard" for small sailboats. There's just no way to improve upon it.



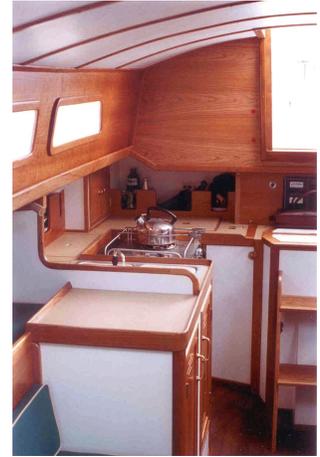
I don't remember, but I'll bet her engine was running... too much speed for so little wind.



In the early days of fiberglass yachts anything that was different from a wooden yacht was looked at as an innovation. Here it was the nicely tooled notches adjacent the wheel to made it easier to get from forward to aft of the wheel without climbing up on the seats.



The cutter rigged Whistler 32 was a great sea boat and went to windward better than the Cat-Ketch.



Able Marine built beautiful interiors in varnished cherry and White.