

44 FT. COLD MOLDED CUTTER *GUSTO*

DIMENSIONS

LOA:	43' 8"
LWL:	36' 1"
BEAM:	13' 7"
DRAFT:	5' 9"
DISP:	28,500 lbs
BALLAST:	11,500 lbs
S.A.:	953 sq ft
SA/DISP:	16.45
DISP/L RATIO	269



It was blowing an honest 25 knots when this photo was taken. Note the pointed front to the raised deck, the sinuous shape to the edges of the windscreen, the elliptical hull windows partially disguised by the painted wale stripe...yacht design is an art!

Jay Cushman's *GUSTO* was a traditionally styled ocean cruising cutter built in cold molded wood at French & Webb in Belfast, Maine. Just as Sam Crocker or John Alden would have done had the technology been available, my office engineered the design in durable and leak-proof epoxy saturated cold moulded construction. The interior and deck details of this yacht evoked the feeling of the beginning of the past century, and the construction was such that she may be around to welcome in the next one. Most important to the owner and myself were the feel and sound of this yacht when she moves through the sea— the quiet splish and splash of a heavily built wood hull and a shape that goes through the water like a loaded freight train.

I had worked with would-be owner Jay Cushman some years before when he'd had my office design some modifications to his previous 30 foot wooden cutter. Years later he found his way

back into my office and asked which of my many designs would be my choice for my own retirement cruise. I quickly tried to interest him in *EXPANNIE*, a scaled-up *ANNIE*, but at 36 feet it wasn't big enough to accommodate his lanky frame.

Jay needed something much bigger. 44 feet made for a true sea boat, with full headroom throughout for his 6'-2" frame even after the other big change- removing the deckhouse and substituting a Crocker style raised deck. Then he came up with the idea of adding a shapely glass windshield with a sturdy canvas top to keep the wind and spray off in rough weather.

Jay said he wanted to steer his new boat with a tiller. "Can you really steer this big a boat with a tiller?" he asked. "Yup, I think so", I answered. Fortunately I had been thinking about the problem, and had designed a number of fin and skeg boats that went part way towards the solution- the ones with the PBSR. The answer evolved after I had designed over 50 yachts with spade rudders which were, of course, perfectly balanced since their rudders did not pivot at the forward edge but at a point very near the center of hydrodynamic pressure. Why not a spade rudder disguised to look like a traditional outboard one with a gudgeon at the bottom? And that's exactly what we did. The only trick was to get the right amount of blade area forward of the pivot axis, an exercise rife with risk as if one goes the slightest bit too far the tiller takes charge and thrusts the helmsman overboard. But with all that spade rudder experience behind us we reasoned we could get the pivot axis in the right place, and *GUSTO* was an exquisite yacht to helm.

Her traditional Sam Crocker influenced styling would convince any observer that *GUSTO* was no more than a heavy cruiser. But Jay enjoyed racing this yacht in Maine's wood - boats - only regattas. She was not competitive in light airs, but one year with a bit of breeze we led the entire fleet boat for boat, including the seventy footers, thanks to a brilliant start by her builder Todd French. The large sailplan, carbon fiber mast and Nitronic 50 rod rigging, Marelon as opposed to bronze through-hulls, and an extensive kit of state of the art electronics all helped, as did the push-button winches. The (full length) keel and rudder foils were state of the race-boat art and she is a stimulating performer when the wind blows.

GUSTO's interior was finished in a practical but inviting traditional ambiance with overlays of beaded panel framing disguising the plywood bulkheads to mimic turn of the 20th century joiner work. Accommodations were for two in a double quarter berth, traditional settee/berths amidships with wide seatbacks that swing up to form pilot berths, and an overflow vee berth in the forward utility cabin. The galley was large and secure, offering a niche for the cook to brace himself in, a three burner gas stove, and a refrigerator/freezer that was both top and front opening. The focal point of the entire interior was a large and fully equipped navigation and communication station. Two heads were fitted, both with showers and Vacuflush toilets. Auxiliary power was a Yanmar 55HP diesel driving a 20" diameter Maxprop.



She's beautiful from any angle. The rudder was of carbon fiber. (weight 73 pounds) to reduce its inertial forces.



World class joiner work The trim was of varnished American Cherry.



No fluff here- just an honest sailboat interior. Note the heel-adjustable seatbacks, held in place by handy billies adjustable from in the berths.



Owner Jay Cushman and Ed Joy on the first sail.



Galley with secure "cook nook".



Full sail, 25 true, 8.5 knots, no heeling.

I believe Jay has gotten everything he wished for in his beloved *GUSTO*. And if years from now he gets to dreaming of an even larger yacht, I'm pretty sure he could scale her up to 50 feet or so to make her a true flush decker and squeeze the center of pressure of an even more improbable airplane wing sized rudder a millimeter or two closer to the pivot axis so even her magnificent big sister would once again be steered with... a TILLER!

For plans or further information contact Ed Joy:
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ED JOY DESIGN 
A Joy is a Thing of Beauty Forever