CHUCK PAINE'S BERMUDA SERIES

76 FT. *LEONORE* precursor

THIS HANDSOME INCOMPLETE DESIGN IS AVAILABLE FOR A SERIOUS YACHTSMAN TO CONTINUE DEVELOPING INTO HIS ULTIMATE OFFSHORE YACHT.

L.O.A.		**76’ 0”**
L.W.L.		**68’ 1”**
BEAM		**19’ 9”**
DRAFT		**8’ 7”**
SAIL AREA		**2584 SQ. FT.**
DISPLACEMENT		**107600 LBS.**
MASTHEAD ABOVE DWL.		**99’ 8”**
BALLAST (LEAD)		**36000 LBS.**
D/L RATIO		**156**
SA/DISP RATIO		**26.8**
FUEL		**900 GAL.**
WATER		**340 GAL.**
WASTE		**175 GAL.**
POWER	**CUMMINS 6BTA5.9**	**260 HP. DIESEL**

The yachtsman who commissioned this 76 foot light displacement ketch discovered along the way that the design was a bit too small to accomplish all that he wished. For this reason he abandoned her design, half complete, and built a larger 80 ft. *LEONORE* instead. Early in the process he researched the brokerage pages in search of his ideal passagemaker. Most likely candidates were a 66’ Paine design *(EVOLUTION*), and two Deerfoot 74’s. A quick look at these boats in the Caribbean convinced him that the particular combination of features he sought would require a new design, and since Paine had been concentrating of late on similar light displacement sailing yachts, the 76 ft. *LEONORE* was developed to take its place as the 23rd in the office’s so-called “Bermuda Series”. Like most of the larger designs in the series she was intended be built of welded type 5083 aluminum, with an elaborate framing and integral tankage arrangement to enable her to achieve her very light

(for her tankage and strength) halfload D/L ratio of 156. This is all the more impressive when one considers that the bottom was to be ice strengthened and the yacht fitted with a luxurious interior, three watertight bulkheads and an extensive emergency bilge evacuation system.

The 76 foot *LEONORE* was intended to be the largest yacht that the owner and his wife could handle without crew. The ketch rig displays a plenitude of sail area (SA/DISP = 18.27 under working sail) whilst keeping the individual size of any given sail small. All sails are reefed and furled at the push of a button - the three headsails on hydraulic furlers, the boomed sails using reel type carbon fiber LeisureFurl booms whose control lines are led to electric winches. Although a spinnaker would be carried aboard, the owner was experienced enough to know that it would seldom see the light of day, and the usual downwind configuration would be wung - out blade jib and genoa led to twin carbon fiber poles. The poles are of differing lengths so that either one can be swung to windward without conflicting with the other. The outer genoa will only be used reaching and running, enabling the upper shrouds to be anchored to the railcap which greatly reduces the load on the rig. The go-to-windward jib trims inboard of the shrouds. Anyone who has sailed the latest generation of blade jibbed racing yachts will insantly recognize how much easier this makes upwind sailing and tacking.

There's not a stick of wood on deck- just gleaming and maintenance free Awlgrip surrounded by a reassuring bulwark. The sleek pilothouse is low enough that the helmsman may easily see over it to the bow - vitually unknown on yachts of this size. Forward of the helming bridge the cockpit is lowered for protection from wind and spray and shaded beneath sheltering porches that extend aft from either side of the pilothouse. The transom boarding beach accesses large lazarettes, one of which is devoted entirely to diving bottle racks, a deck shower and dedicated diving compressor.

The design's central feature is a watertight, soundproof engineroom of double the normal size, for the owner actually enjoys the one aspect of maintenance that is unavoidable on any yacht, whether new or used. Filters and pumps just don't get the necessary attention if the machinery is squeezed in without sufficient space around it to sit and work comfortably. On his previous circumnavigation the owner reckoned he spent 1/3 of his time sailing, 1/3 motorsailing and 1/3 under power alone. Consequently the engine and propeller are oversized to drive the yacht reliably at 10 knots even with a fouled bottom, and there is permanent tankage for 600 gallons of fuel. A separate fuel tank- prominently plaquarded as reserve only- enables another 300 gallons to be carried. Using this tank and the Bermuda- Azores route, the 76 ft. *Leonore* could cross the Atlantic (slowly) without setting a sail.

The interior is optimized for just two couples, neither of which will ever be paid crew. Both the large aft owners' suite and the guest cabin are located near the yacht's pitching center, are heated and air conditioned, and access private heads. The full width cabin forward is an exercise room, with stowage for a powered treadmill and NordicTrak along with a gym - sized head and shower. (Too much sitting and not enough exercise during the previous circumnavigation.) With so little space devoted to sleeping, the luxurious "picture windowed" pilothouse and downstairs lounge with its extensive library and gas fired fireplace are devoted to the sybaritic enjoyment of the life of a voyaging vagabond.

The design is now available to a patron who would like to complete it, which would involve considerably less time and money than would be the case if starting from scratch.