

BARBARY CLASS POWER KETCH

12 TONS TM

DESIGNED BY WALTER F. RAYNER

The BARBARY is a well tried craft designed by Walter Rayner; she is beautifully built and fully equipped to a very high standard. Close co-ordination between the designer of the successful Atlantic and Cape Class, amongst others, and the builders of a long line of traditional Yachts and Cruisers, showed that there was a need for a modern high performance quality cruiser based on proven designs. And this demand has become world-wide.

The designer's Cape Class provided the basic conception although the BARBARY was to be constructed in glass fibre. It was felt that a single keel form was the only answer for serious cruising and throughout the design stage considerable emphasis was given to sailing performance. This was considered important not only for performance as such but because safety and comfort depend directly on performance and good seagoing ability. A well tried diesel with high power output was essential. That spares are available all over the world was another deciding factor in the choice of Mercedes-Benz.

The BARBARY is available in either Ketch or Sloop rig, the former giving easier handling for the cruising family. Six berths are provided in three cabins, and the combination of centre cockpit and wheelhouse provide both safety at sea and comfort whilst at moorings. Finish is a subtle blend of modern materials and teak trimmed joinery by skilled shipwrights.

The many craft produced so far have proved that the conception was correct, for their performance, handling and comfort under sail and power, delighted owners and observers alike. This vessel is an aristocrat among modern medium priced cruisers.

PRINCIPAL DIMENSIONS

Length Overall	9.91 metres	32ft. 6ins.
Length Waterline	7.62 metres	25ft. 0ins.
Beam	3.15 metres	10ft. 4ins.
Draft	1.45 metres	4ft. 9ins.
Displacement (approx.)	7112 Kilos	7 Tons
Thames tonnage (approx.)		12 Tons
Ballast keel	2,535 Kilos	2.45 Tons

SAIL AREAS

Main	18.22 sq. m.	196 sq. ft.
Mizzen	6.67 sq. m.	72 sq. ft.
No. 1 Staysail	17.94 sq. m.	193 sq. ft.
TOTAL Working sail area	42.87 sq. m.	461 sq. ft.
Genoa	27.71 sq. m.	289 sq. ft.
Mizzen Staysail	14.23 sq. m.	153 sq. ft.
No. 2 Staysail	12.65 sq. m.	135 sq. ft.

SPECIFICATION

HULL AND SUPERSTRUCTURE

Moulded to Lloyds specification by Robert Ives of Christchurch, each with a Lloyds Production Certificate. Full 100 A1 Classification on the whole vessel may be obtained by payment of Lloyds fees for special survey if required by the owner. The decks, cockpit and superstructure are a one piece moulding incorporating reinforcement for all fittings and recesses for non-slip material, deck drains etc. These mouldings are of sandwich construction with a 19mm (¾") balsa insert between the glass fibre giving rigidity and sound insulation. Standard hull colour is white; standard deck and superstructure is pale grey. Other colours are available by arrangement.

BALLAST KEEL

Incorporated within the hull moulding the internal ballast of 2,533 kg. (5,586 lbs.) is of cast iron in three castings. These are completely bonded into the hull giving increased strength and eliminating the need for keelbolts.

BULKHEADS

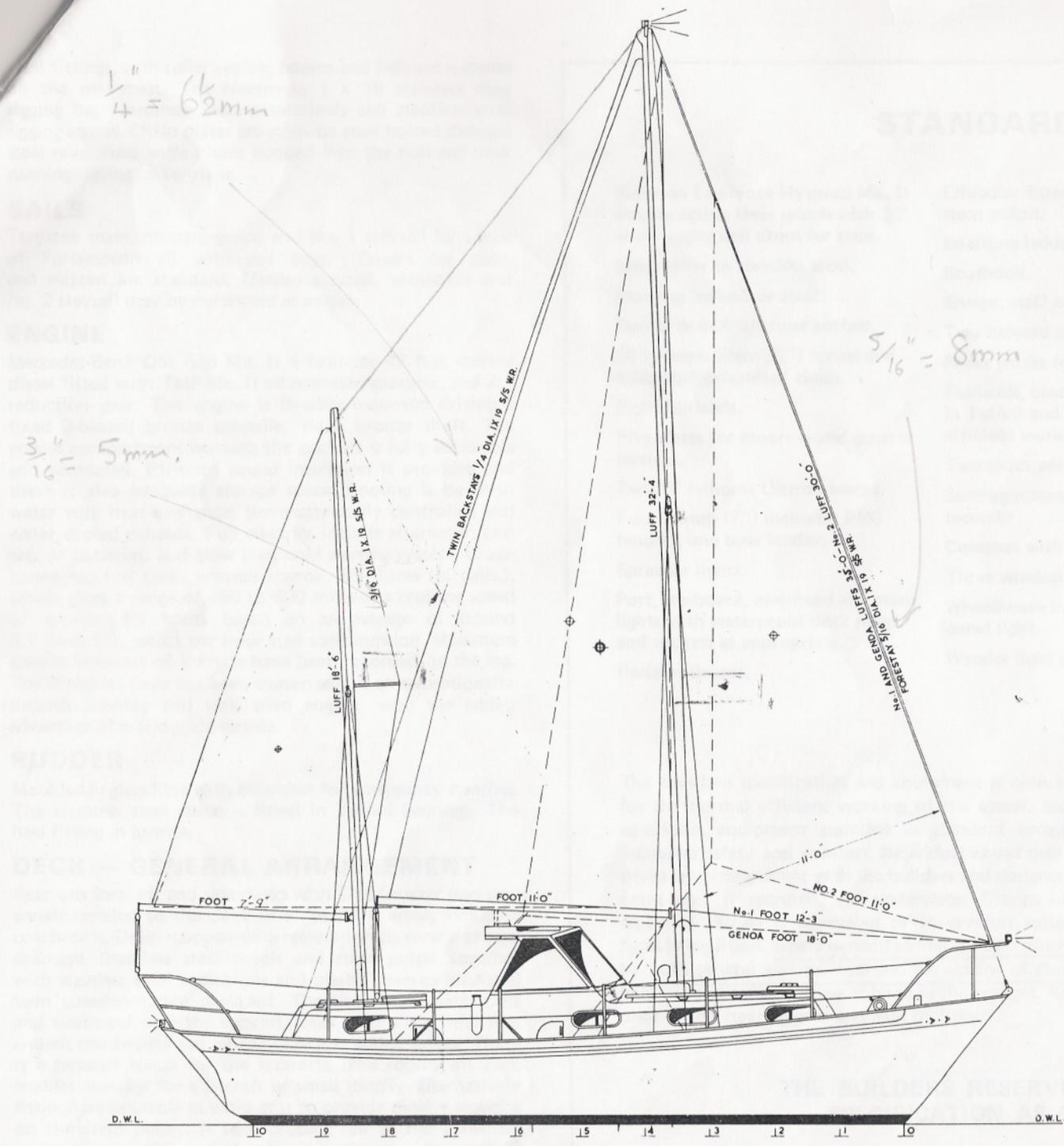
Marine plywood to B.S. 1088 bonded to the hull.

ACCOMMODATION

Comprises two berth forward cabin; main saloon with double dinette and toilet compartment separated from the two berth aft cabin by self draining cockpit protected by wheelhouse.

Forward Cabin. Chain locker with chain chute from fore-deck and shelf for stowage of sails etc. forward of two fixed berths. The berths are 2m (6'6") and provided with mattresses of PVC covered 10.16cm (4") foam. Doors below give access to useful storage space. A hatch is fitted centrally where there is full headroom and steps are fitted to the bulkhead. Joinery is maple-faced ply with teak edging and the ship's sides and deckhead are fully upholstered in washable foam backed vinyl, giving warmth and sound insulation.

Main Saloon, Galley and Toilet. To port a full length hanging wardrobe is provided forward. Aft of this the double dinette arrangement is U shaped allowing maximum seating for six persons and the table is fully adjustable for height, in the lowest position forming a double berth. Cushions and seatbacks are foam, covered in PVC. Bookshelves and stowage are conveniently placed. The galley area to starboard has a large working area surfaced with laminated plastic. Cup and plate racks are close to hand. The stainless steel sink is supplied by a Whale pump from 340 Lt. (75 gallon) water tanks. The gimballed Calor gas stove has an



oven, grill and two burners with a fiddle. The support for the deck stepped mast is conveniently offset but nevertheless gives a useful anchorage for the cook when preparing food on passage. Cupboards and drawers with efficient stops and catches provide ample stowage for food, cutlery and other utensils.

The toilet compartment is aft of the galley and is moulded in glass fibre for cleanliness, allowing the fitting of a shower if required. The space is carefully used providing sufficient room for the washbasin and pump, also towel rail, tumbler holder, toothbrush rack and mirror. A substantial teak companionway ladder from the saloon gives easy access to the cockpit.

Aft Cabin. This has two 2.07m (6'9") berths in complete privacy from the forward accommodation. Shelves for books and personal items are above each berth. Teak steps allow access and provide a seat for the central dressing table-wardrobe which is fitted at the aft end of the cabin. A mirror is provided, also drawers beneath each berth and the dressing table.

All cabin soles are teak plydeck. Joinery is maple or maple-faced ply with teak edging to shipwright standards. Electric lighting is provided throughout, fittings are chrome plated or stainless steel with brass or nylon hinges, catches etc. The exposed parts of the hull and deckheads are upholstered in foam backed washable vinyl, in a choice of standard colours. This gives thermal and sound insulation. Bulkheads are covered in a standard choice of washable fabrics. Full ventilation for all climates is provided throughout the accommodation.

COCKPIT

Self draining with lockers and seats moulded in. Teak ply-deck floor. The pilot's control is to starboard and incorporates a console with steering wheel and instrumentation for the engine and navigation equipment. Engine controls are remote single lever to operate the throttle and hydraulic gearbox. There is ample provision for ancillary equipment including auto pilots. Adequate lockers are provided beneath the seats and extend under the side decks. Sheet winches are close to hand. The chart table is beneath the wheelhouse, which allows generous space for stowage above the coach-roof and is substantially constructed with an all aluminium frame, toughened glass windows and a glass fibre top. The top has a perspex panel for viewing the set of the sails and the underside is trimmed in washable material. Teak companion doors on lift off hinges with glass fibre hatches above ensure easy access to both cabins. A PVC cockpit cover is supplied as standard.

SPARS AND RIGGING

Deck stepped masts and booms by Sparlight are gold anodised and sound deadened. The masts have stainless

heel fittings, with roller reefing booms and halyard winches on the mainmast. The Norseman 1 x 19 stainless steel rigging has Norseman patent terminals and stainless steel rigging screws. Chain plates are stainless steel bolted through steel reinforced angle plates bonded into the hull and deck running rigging in Terylene.

SAILS

Terylene main, mizzen, genoa and No. 1 staysail by Lucas of Portsmouth all with sail bags. Covers for main and mizzen are standard. Mizzen staysail, spinnaker and No. 2 staysail may be purchased as extras.

ENGINE

Mercedes-Benz OM 636 Mk. II 4 cylinder 42 h.p. marine diesel fitted with TMP Mk. II oil operated gearbox, and 2:1 reduction gear. The engine is flexibly mounted driving a fixed 3-bladed bronze propeller via a bronze shaft. The engine compartment beneath the cockpit is fully accessible and ventilated. Efficient sound insulation is provided and there is also adequate storage space. Cooling is by fresh water with heat exchanger thermostatically controlled and water cooled exhaust. Full electrics include alternator, two sets of batteries, and glow plug cold starting system. Cross-connected fuel tanks provide approx. 364 litres (80 galls.), which gives a range of 450 to 500 miles at a cruising speed of approx. 6½ knots based on an average of around 5.7 litres (1¼ galls.) per hour fuel consumption. Maximum speeds in excess of 8 knots have been recorded on the log. The Mercedes-Benz has been chosen as it is an exceptionally smooth running and well tried engine, with the added advantage of world-wide service.

RUDDER

Moulded in glass fibre with provision for emergency steering. The stainless steel stock is fitted in Tufnol bearings. The heel fitting in bronze.

DECK — GENERAL ARRANGEMENT

Spacious fore, aft and side decks with Treadmaster non-skid panels bonded to the deck in all working areas, including coachroofs, Drain scuppers with recessed traps ensure proper drainage. Stainless steel pulpit and stern pulpit together with stainless steel stanchions and plastic covered insulated twin guardwires are provided. The latter have gates port and starboard near the cockpit. Teak grabrails on the fore and aft coachroofs and wheelhouse give added safety. There is a separate hatch for the lazarette. The roomy aft deck enables stowage for a liferaft or small dinghy, alternatively fittings are available at extra cost to provide dinghy stowage on the stern pulpit. A teak capping rail to the gunwhale and gold cove line complement the attractive design. Full equipment is supplied.

STANDARD INVENTORY

Simpson Lawrence Hyspeed Mk. II double action lever winch with $\frac{5}{16}$ " chain gypsy and drum for rope.

Stem roller in stainless steel.

Mooring bollard or cleat.

Danforth or CQR type anchor.

30 fathoms 8mm ($\frac{5}{16}$ " tested and calibrated galvanised chain.

Eight fairleads.

Five cleats for mooring and general services.

Two 10 fathoms Ulstron warps.

Four 18mm (7") diameter PVC fenders, one bow fender.

Spreader lights.

Port, starboard, masthead and stern lights with waterproof deck plugs and sockets as appropriate.

Radar reflector.

Lifebuoy fitted in PVC holder on stern pulpit.

Boarding ladder.

Boathook.

Ensign, staff and socket.

Two halyard winches.

Sheet tracks for genoa and staysail.

Fairleads, blocks, cleats and fittings in Tufnol and stainless steel for the efficient working of the ship.

Two sheet winches.

Sumlog distance run and speed recorder.

Compass with light.

Three windscreen wipers.

Wheelhouse light and instrument panel light.

Wander light with flex.

Two fire extinguishers.

Horn.

Whale gusher 15 bilge pump with strum box.

Cockpit cover in PVC.

Two 10 lb. Calor gas bottles in sumps draining outboard.

Four ventilation scoops, 2 forward facing and 2 aft facing.

Two Dorade box type ventilators.

Two Tannoy 23mm (9") ventilators.

One mushroom vent to toilet.

Eight anodised aluminium framed, toughened glass sliding windows. Two in fore cabin. Four in saloon. Two in aft cabin.

Electric lights to all cabins and toilet.

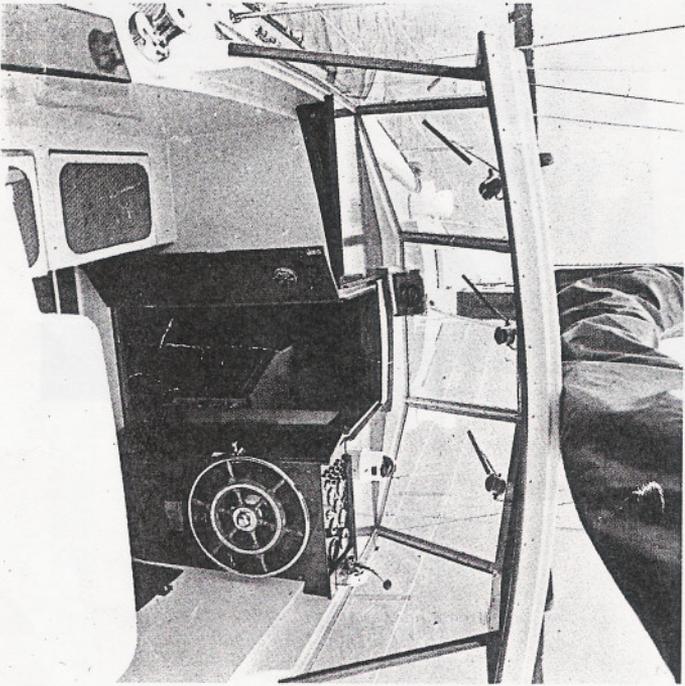
Companionway steps for both cabins.

The standard specification and equipment is complete for the normal efficient working of the vessel. Much additional equipment supplied as standard provides increased safety and comfort. Individual extras may be fitted by arrangement with the builders and designer at extra cost if required. All underwater fittings have seacocks. Wiring is concealed or in conduit, suitable fuses being fitted. Single handed sailing is made possible by both general seakindliness and the placing of sheets, winches and controls close at hand in the cockpit. Auto pilot or self steering gear may also be fitted.

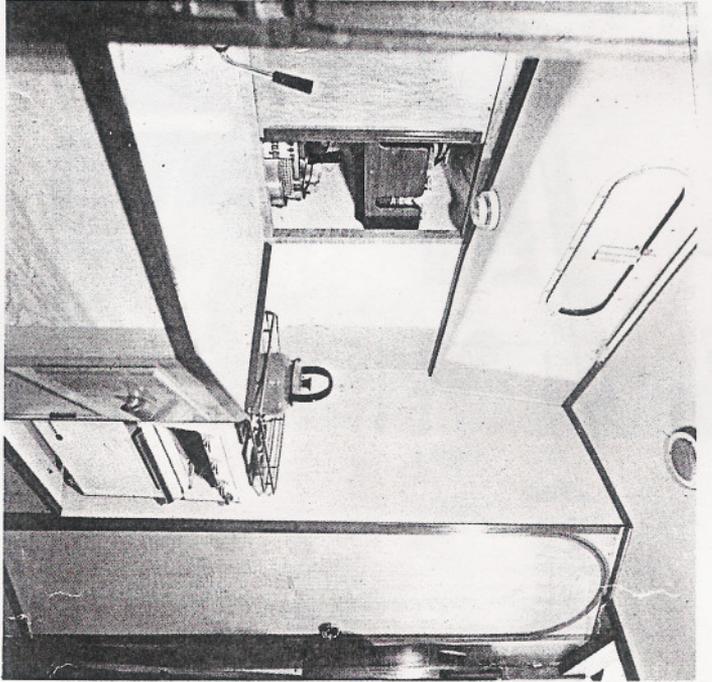
The BARBARY is the result of many years experience, combined with research development and practical experience by both the designer, the builders and the moulders. From the same builders, well over 100 of their Parkstone Bay cruisers and launches similarly constructed with glass fibre mouldings finished to shipwright standards have proved successful. The BARBARY comes from an experienced team of sailing men. Her attractive lines combined with rugged construction, safety and comfort are felt to embrace all that is desirable in a modern power yacht.

THE BUILDERS RESERVE THE RIGHT TO AMEND THE SPECIFICATION AS CIRCUMSTANCES DICTATE

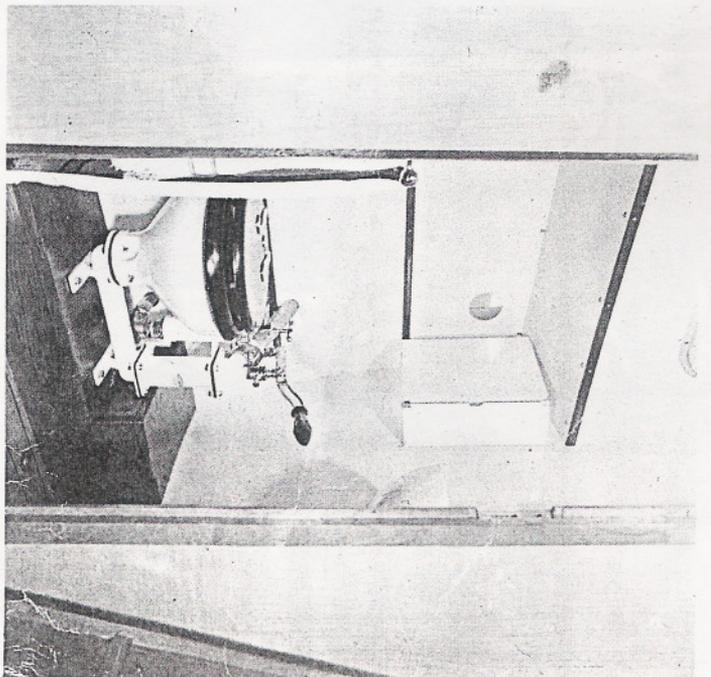
COCKPIT LAYOUT



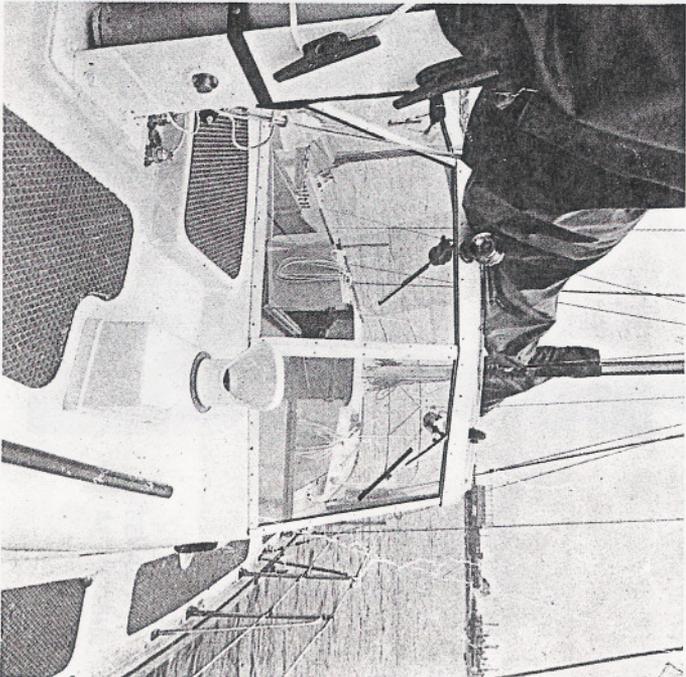
GALLEY

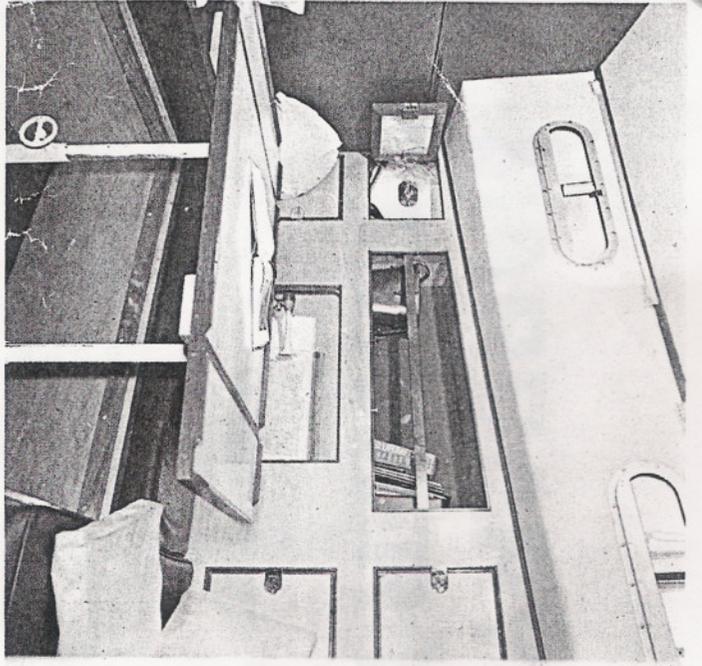


TOILET
COMPARTMENT

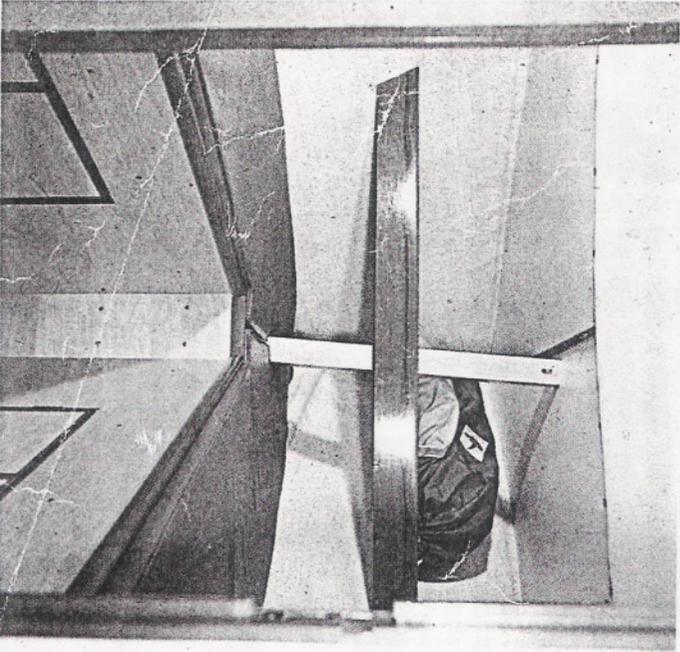


DECK

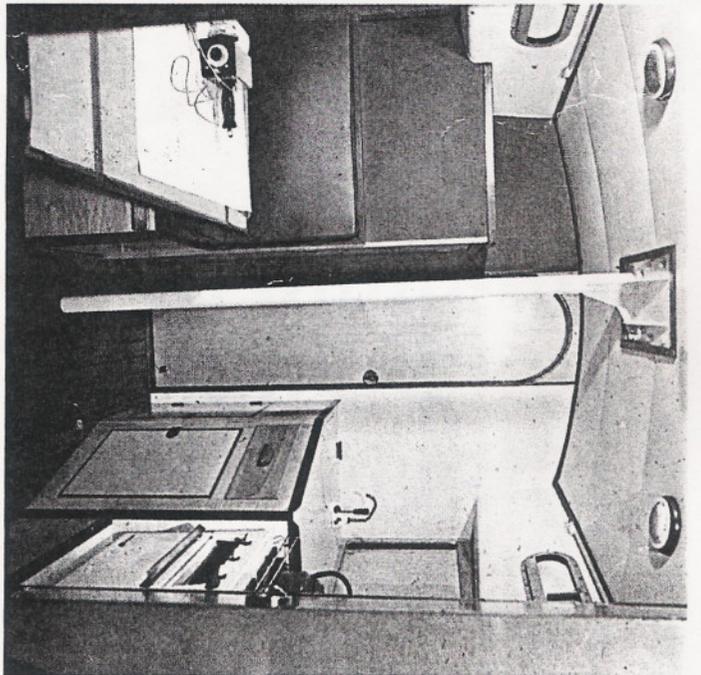




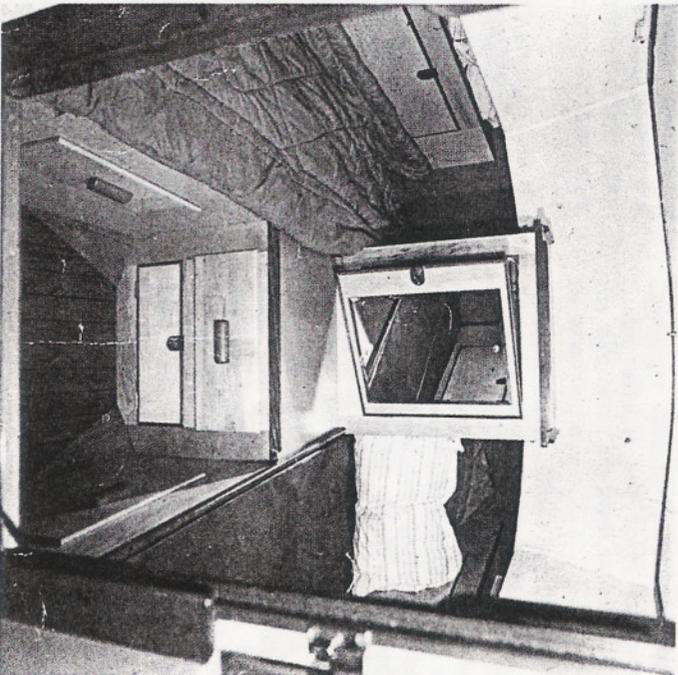
▲
MAIN SALOON
DINETTE



▲
FORECABIN



▲
MAIN SALOON
LOOKING FORWA



▲
SEPARATE
AFT CABIN

