



 **ALERION EXPRESS 28**

*Classic Grace, Modern Pace
and Singlehanded Ease*

The Alerion Story

The name “Alerion” (which literally means HeraldicEagle) first gained nautical prominence back in 1912, when Nathaniel Herreshoff designed a 26’ sloop for his personal use — and called it “Alerion”. The timeless appeal of this design has spawned a host of imitations but the Alerion Express 28 is cast in a different mold. Rather than attempting a warmed-over re-creation of an old classic, Designer Carl Schumacher has drawn a yacht that retains the

traditional look topside, but is completely modern in rig, underbody and construction detail.

The result is a nimble craft that evokes the past in appearance, but embraces the present in performance. The admiration this Alerion draws at the dock is doubled by the respect she creates under sail. This is a very fast and maneuverable sailboat, rating 141 PHRF — faster than a J-24 (174).

But while some owners like to occasionally race, most use their Alerions as elegant day sailers. The fact that this classic yacht is easily singlehanded has brought many back to the simple joys of “just going sailing” on a responsive, seaworthy yacht — without the hassles of lining up crew.

Many of those who have purchased the Alerion Express 28 are former big boat owners who simply got tired of maintaining a large cruising boat

at a time when lengthy cruises are no longer part of their lives. For them, this boat represents a classy way to downsize without compromising pride of ownership.

This is a swift, stable, personal yacht that will turn heads in any harbor, and sails right past most 35’ cruisers. When you’re ready for the best, there’s a graceful Alerion Express 28 waiting for your hand on the tiller.



A Large Cockpit With Everything At Hand

Six adults can sit comfortably in this self-draining cockpit, and all critical lines are laid out to be within easy reach of the helmsman. A special barney post brings the main sheet jam right to the helm. The backstay and traveler adjustments are right at hand. The large self-tailing winches are an option, but experience has shown them to be useful for hoisting a man aloft, or kedging off a sandbar, or simply

securing spring lines midship. The controls for the 9HP diesel are in a recessed panel on the starboard side — the manual bilge pump is on the port side. Built-in shock cords steady the tiller at anchor, and the lockers have plenty of room for fenders, lines, anchors and life vests. With Hoyt/Harken singleline reefing there is no need to go forward. On this boat, one person can handle all the sailing—all from the cockpit.

LOA	28'	DISPL.	4400 LBS.
BEAM	8' 2"	BALLAST	2000 LBS.
DRAFT	4' 6"	S.A.	352 S.F.

All The Interior You'll Need

There is plenty of sitting and reclining room down below, (3 bunks) but no standing head room. Sorry, but in this size you just can't put on a tall cabin and still have a pretty boat. As Herreshoff said "you should go below to sit down or lie down." The porta-potti is located under the forward bunk — which has removable sections. An optional sink is handy for washing hands, the ice chest is strapped in place, doubles as a stair step,

and also as a seat for the chart table. Not shown in this photo is the well-designed access to the diesel engine, which is located right under the companion way. Several small reading lights are strategically placed, and the large hatch on the foredeck opens forward to maximize ventilation. Your choice of fabric sets off the cabin to your taste.

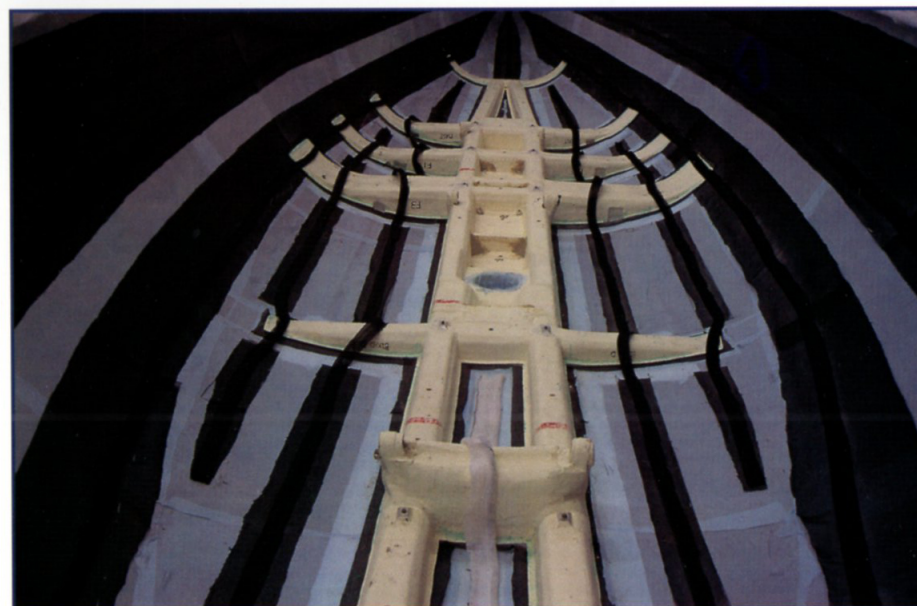




Advanced Composite Technology From TPI

Most fiberglass hulls are built by hand lay up of various layers of fiberglass cloth, each progressively bonded to each other. Then the necessary ribs, frames, bulkheads or structural grids are added by glassing onto the hull. There is nothing wrong with this except that these progressive or secondary bonds are in effect merely strong patches which can never be as strong as one simultaneous bond. TPI is one of a select group of sailboat builders currently creating simultaneous bonding with the patented SCRIMP™ system. In its latest refinement, this process simultane-

ously infuses all the fiberglass elements in one unified bond that makes hull and grid literally a one-piece unit. The result is the strongest, lightest laminate available today, along with a significant reduction in the toxic emissions normally associated with fiberglass construction. All the Alerion Express 28's are built as a One Design Class, with this advanced technology, backed by TPI's 35 years of experience.



Infused Hull & Grid shown here is Reichel Pugh One Design 48