

ALLEGRATM

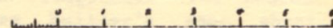
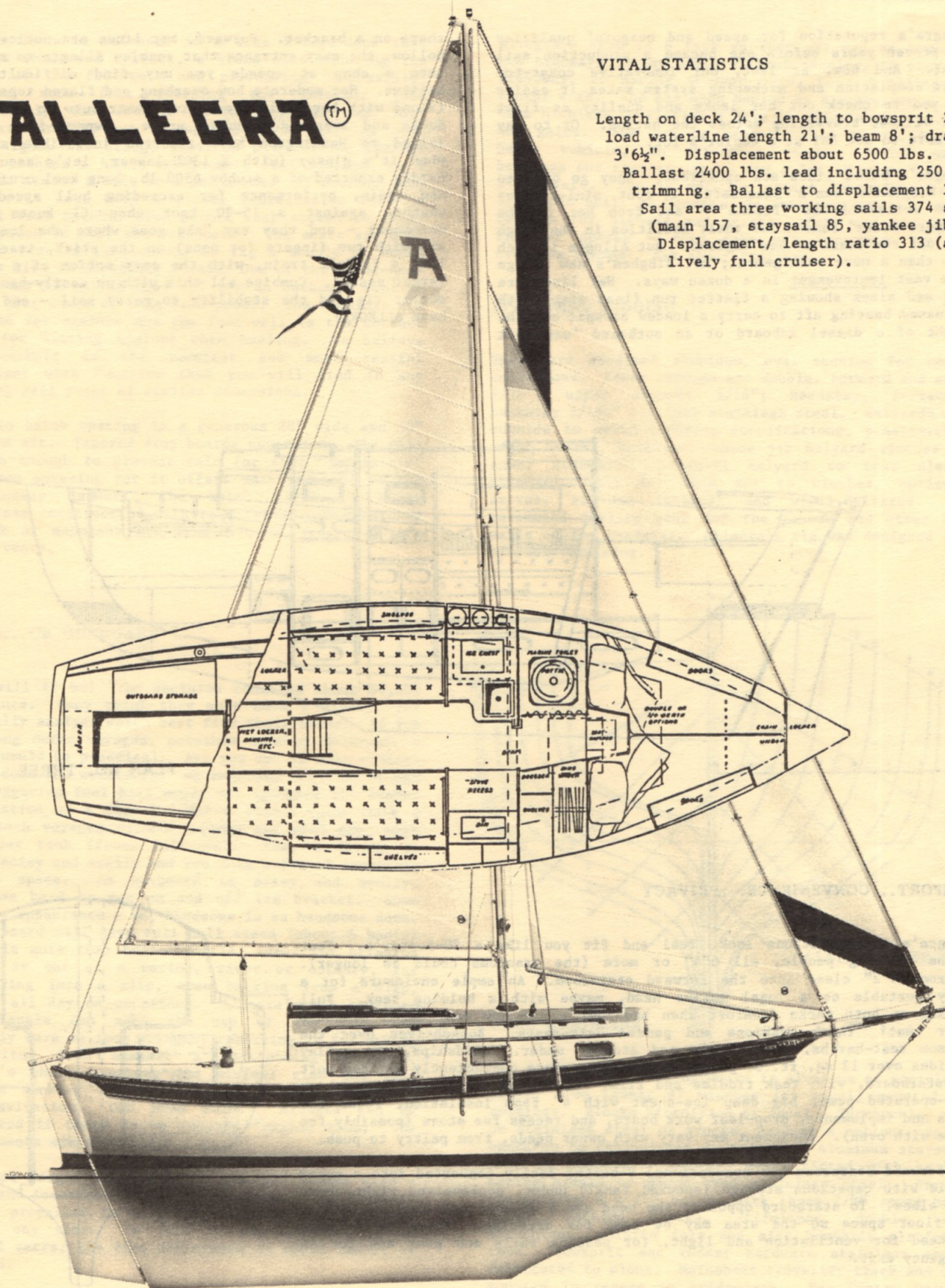
VITAL STATISTICS

Length on deck 24'; length to bowsprit 28';
load waterline length 21'; beam 8'; draft
3'6½". Displacement about 6500 lbs.

Ballast 2400 lbs. lead including 250 lbs.
trimming. Ballast to displacement 36.9%.

Sail area three working sails 374 sq. ft.
(main 157, staysail 85, yankee jib 132).

Displacement/ length ratio 313 (a
lively full cruiser).

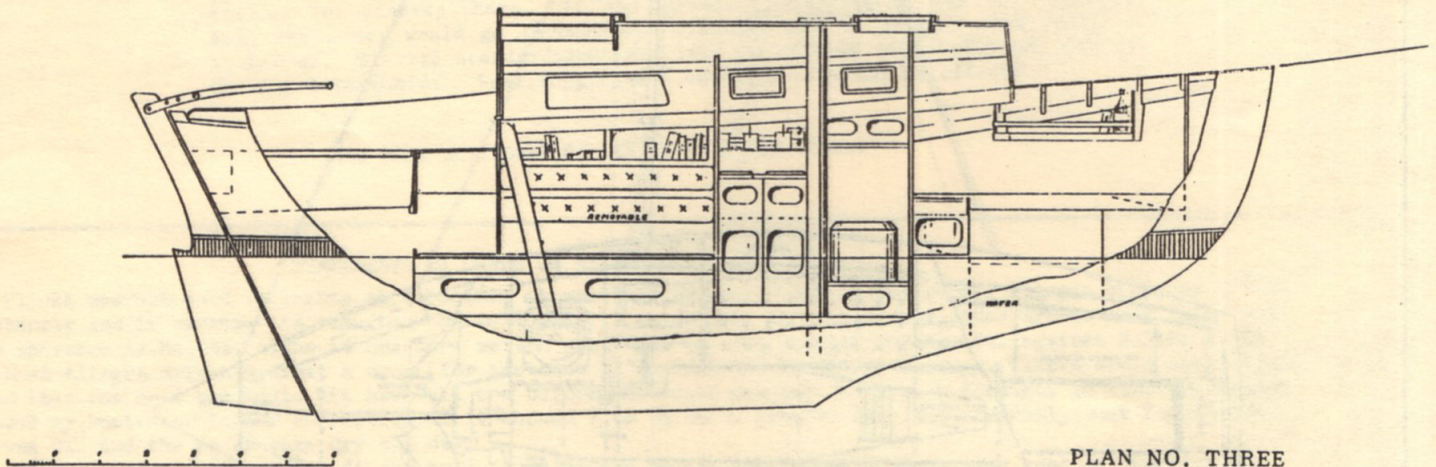


ALLEGRA - AN INCOMPARABLE COMPACT CRUISING YACHT

Allegra's reputation for speed and seagoin' qualities was proven years before she became a production sail yacht. And now, at last, our innovative coast-to-coast completion and marketing system makes it easier for you to check out her looks and quality at first hand without travelling across the nation. Or to pay 20% more to see her at a dealer's lot.

Allegra's blood lines are excellent. They go back to Mr. Bingham's son's successful 20-foot mini-cruiser known world-wide as "Flicka" - and from her to the "Newport Boats" famous for their abilities in the rough seas off the coast of New England. But Allegra is much more than a mere enlargement; Mr. Bingham's new design is a vast improvement in a dozen ways. Her lines are long and sleek showing a flatter run (less drag) with increased bearing aft to carry a loaded cockpit and the weight of a diesel inboard or an outboard 'way back

there on a bracket. Forward, her lines are noticeably hollow, the easy entrance that enables Allegra to slice into a chop at speeds you may find difficult to believe. Her moderate bow overhang and flared topsides (along with her ample freeboard) contribute to her dry decks and improved foredeck space. Owners from Long Island to Washington have reported incredible speed when it's glassy (with a 130% lapper, let's assume), hardly expected of a stubby 6500 lb. long keel cruiser. And again, performance far exceeding hull speed to weather against a 15-20 knot chop (7 knots not uncommon) - and they say "she goes where she looks!" All with two fingers (or none) on the stick, tracking like a freight train, with the easy motion of a much larger vessel. Combine all this with an easily-handled cutter rig and the stability to carry sail - and you have ALLEGRA!

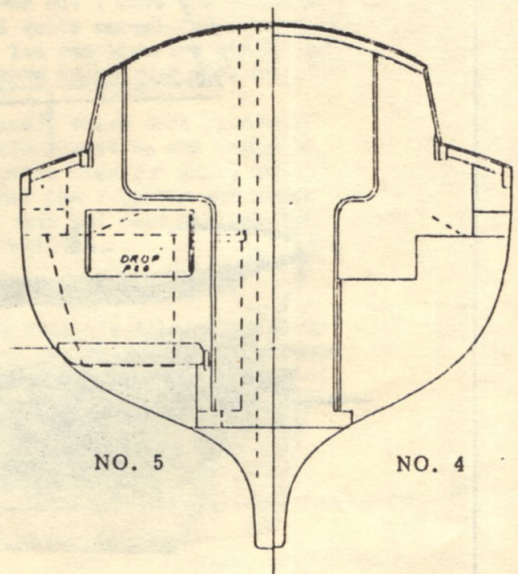


PLAN NO. THREE

COMFORT...CONVENIENCE...PRIVACY

Allegra's accommodations look, feel and fit you like a 30-footer's. Four berths for big people, all 6'4" or more (the transoms could be longer). Headroom 6'2" clear into the forward stateroom. An ample enclosure for a handy portable or a legal marine head, maybe with a holding tank. Full seating on both tacks (comfort when heeling) - and how many small cruisers offer that? Thick cushions and padded back-rests. Bookshelves over the transom seat-berths, water tanks and stowage under. Amidships, the galley provides over 12 sq. ft. of plastic-laminate surface conveniently divided port and starboard, with teak fiddles and trim. Stainless steel sink, manual or foot-operated pump, big deep ice-chest with 4" foam insulation, racks for china and implements, drop-leaf work board, and recess for stove (possibly for range with oven). Equipment may vary with owner needs, from paltry to posh.

The forward stateroom has conventional V-berths easily converted into a super double with capacious storage (special tank?) under, bookshelves right above your elbow. To starboard opposite the head are a dresser and hanging locker, and floor space so the area may be used for dressing. There is a hatch overhead for ventilation and light, for passing sails and gear and for an emergency exit.



A "LIVING COCKPIT"

Aft of the main bulkhead is a wide bridge-deck that makes a sheltered retreat, a broad seat reducing the volume of the foot-well and preventing "impossible" boarding seas from flooding the interior (and incidentally the cockpit drains through two huge scuppers directly out through the transom). At near deck height, the bridge provides a cavernous storage space, perhaps a handy wet-locker, sail stowage, or a place to stache a bike or a pet house! Of course, some of this is lost with a diesel installation but the cockpit seat hatches also permit easy access to those deep spaces to port and starboard. The seats are 6'6" long so you can sun, snooze or rig a couple of bunks for the kids or an unruly guest. One of the under-seat spaces may be partitioned off for an outboard storage locker that could be made fume-proof. The coamings are inclined for comfort and the foot-well is the correct width for bracing against when heeling. We believe this cockpit is the roomiest and most restful consistent with function that you will find in any cruising sail yacht of similar dimensions.

The main hatch opening is a generous 28" wide and 30" fore and aft. Tapered drop boards never jam. The sill is high enough to prevent rain (or that "impossible" sea) from entering yet it offers easy entrance to the companionway ladder. The hatch slide is heavy fiberglass construction with teak trim; custom hatches of teak or mahogany are available to order, as are Dorade vents.

DIESEL...OR OUTBOARD

Which will it be? The decision concerns about \$4,000 difference. Many think they must have a diesel, yet few really analyze which best fits their needs. If you plan long ocean voyages, possible days of doldrums, a diesel would be practical. Are you apt to make cruises up and down the waterways? An outboard could do it and the staggering fuel bill would not approach the higher installation of a diesel. But a diesel could make a dozen such voyages without tiring and with many more miles per tank (fewer fill-ups). Yes, a diesel is rough, noisy and smelly and you lose a lot of excellent storage space. An outboard is noisy and smelly, sometimes hard to get on and off its bracket. Some hate its appearance - but handsome is as handsome does. The outboard will give full hull speed (about 6 knots) at little more than half-throttle, ideal for bringing you in or out of a marina, river or estuary, for maneuvering into a slip, even backing from a slip, running all day on occasions. Allegra's big masthead fore-triangle can make the use of the iron oar extremely rare on long voyages, reserving it for making a spirited dash against a fast-ebbing entrance. Allegra's short overhang and minimal rise and fall prevents dunking if the motor is properly mounted. Rare cavitation. ONE MORE POINT: Allegra can be documented if there is no inboard "engine room," the measurements are that close.

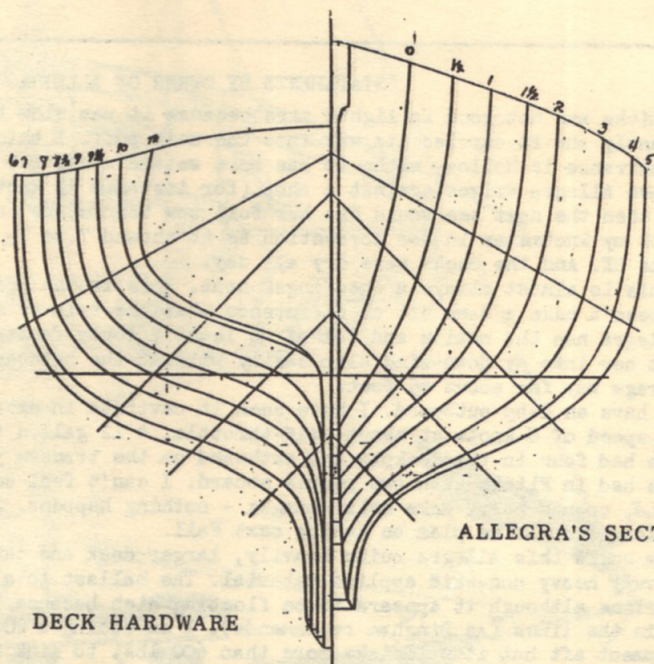
Let's not forget that there is no fire hazard with a diesel and insurance rates will be lower. The aperture for the propeller is molded in so you may put in the inboard any time. To fill in the aperture is an optional extra; the tiny difference in speed cannot be measured.

TRAILERING...STORING...ANOTHER CONVENIENCE

Allegra's beam is 8 feet so that she may be towed on the highways in any state without permits, to your own driveway, to marina storage yard, to a building for winter work. She has been hauled by a brave owner from Lake Michigan to Florida's Keys in mid-winter snow, ice and gales. She may be ramp-launched if you have a heavy vehicle, an extension tongue, sealed wheel bearings and trailer lights and a lot of water for her 3'7" draft. She is not for casual launching for an afternoon sail, of course. Be sure you have the right vehicle for highway and street safety and the right kind of nerves - then take off for that far off cruising ground! Ask about trailers.

SPARS AND RIGGING

Spars are anodized aluminum, oval section for heavy conditions. Lower shrouds are double, forward and aft, 5/32"; upper shrouds 3/16"; headstay, forestay, backstay 3/16", all 1x19 stainless steel. Halyards are outside to avoid cruising complications, prestretched yacht braid. Main and yankee jib halyard winches on spar, standard. Staysail halyard to spar cleat; standard. All may lead aft to winches, optional extras, as are internal and wire halyards. We recommend furling gear for the yankee and other big sails on the headstay. Allegra's rig was designed for offshore cruising.



ALLEGRA'S SECTIONS

DECK HARDWARE

Standard (Basic Boat) hardware is aluminum or stainless steel. Two Lewmar #7 winches (or equal) mounted on coamings. Blocks Nicro/Fico or equal. Turnbuckles may be stainless steel or bronze, builder's option. Split backstay to chainplates on transom. Aluminum staysail boom on pedestal. Cockpit seats fitted with bronze marine hinges or piano type stainless steel. Shroud chainplates 1/4 x 1 1/2" bolted with three 3/8" round head bolts, backing blocks. Lifelines, double, six stanchions, pulpits fore and aft; bowsprit platform, teak. Bowsprit and rudder hardware stainless steel fabricated to plans. Mainsheet traveller track and car mounted in recess in bridgedeck. For Custom Deluxe hardware, please see builder's spec sheet. Not furnished with Basic Boat: bilge pump, compass, anchor, rode, dock lines, fenders, sails. Sheets included.

ALLEGRA MEANS QUALITY

Our very low rate of completion makes Allegra's all-wood interiors practical. But the skills needed to create fine joinery are rarely found. Even our more economical Basic Boat specifies woodwork fashioned in true yacht style plainly finished. Our Licensed Builders were selected for their reputations for superior craftsmanship and integrity earned through years of building one fine yacht at a time. Similarly, our laminating plant turns out a small number of superb hulls and decks under the strictest quality control in a production system manned and directed by personnel backed by years of experience in sailboat manufacturing. All our people are dedicated to making Allegra the best value.

KITS

Hull/Deck Kits available consisting of the hull with approximately 4-4½" flanges, decks with deckhouse and cockpit in one piece, main hatch, forward hatch, two cockpit seat hatches and "clamshell" rudder halves. Hull and deck are spot-bolted for shipping to be bonded and bolted through when toerail (6' sections, not furnished) is installed by builder. Assembly instructions and plans for completion are included. The Bare Kit may be purchased from Bingham Design/Marketing or from your Licensed Builder for shipment direct to you from factory near Kansas City, Mo., or you may order our special Allegra trailer for pick-up there. If you require ballasting or any more advanced kit, the order would go through the Licensee and be shipped from there or picked up. Several standardized Kits will be offered from bulkheads only to Sailing-Bare-Inside. Spar/Rigging and Hardware Kits may be offered.

The BARE Hull/Deck Kit is \$6995 F.O.B. Plant

STATEMENTS BY OWNER OF ALLEGRA 8/14/83*

My Flicka was not good in lights airs because it was slow to gather way in the puffs. Allegra picks up almost instantly and it carries its way into the next puff. I think this is because its lines are so much finer and its entrance is hollow, altho it has more wetted area. But it also carries 365 sq. ft. against Flicka's 250.

When Allegra drives against a chop (for instance 18 knots N.W.) it drives through. Flicka would stop almost dead then the next sea would hit her full bow before she could get way on to buck through. In that Nor'wester I took my knotmeter in for correction as it showed 7 to 7½ knots (reefed main and staysail, just for comfort). It was OK. And the decks were dry all day.

This is almost always a one-finger boat. This is the best balanced boat I have ever seen or heard of and it doesn't make a damn bit of difference what the trim or sail combination is. This is a forgiving boat.

Allegra has the motion and feel of at least a forty-footer. Yet it responds to the helm like a giant dinghy. I put her into my down-wind slip easily without the outboard. Coming in at about ½ knots she carries good steeage way for about 65 feet.

I have an 8-hp outboard. I have seen it cavitate in extreme conditions but it has never been dunked. I get hull speed of 6 knots at about half-throttle. A 12 gallon tank seems to go forever but I have not measured it.

We had four in the cockpit and outboard on the transom yet the trim was still quite normal. No squatting as we had in Flicka with two people aboard. I can't feel any effect on balance. You can leave the stick, walk around, open a beer, make sail changes - nothing happens. She sails herself. I have added vane steering for the long cruises we plan on taking next Fall.

We built this Allegra quite heavily, larger deck and cabin beams (no foam cores), thick deck glassing and very heavy non-skid applied material. The ballast total is 2400 lbs. It floats almost on the designed waterline although it appears to be floating high because I scribed the bottom paint line 2½" above the L/L in the lines (as Bingham recommends). I am adding a 20 gallon water tank under the V-berths and other equipment aft but it will take more than 600 lbs. to sink her another inch. She does not need ballast; she has a very comfortable slow roll. I would say she is neither stiff nor tender. Perfect!

* Mr. Philip C. Good, sailing out of Ventura, CA.

Mr. Philip C. Good started to single-hand to Hawaii from Blaine, WA., May, 1984 with his Allegra built by Fred P. Bingham. He said "If you want this boat/plane at 9 and 9½ knots, you arrange for a 40 knot gale right on the tail, as I did in the Straits of Juan De Fuca!". Unfortunately, Mr. Good found that he had not completely recovered from his 1983 heart attack and had to abandon the voyage. Maybe next year, he says.

YOUR LICENSED BUILDER:

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