

"The Pocket Yacht"

The Gloucester® 16 is a truly versatile boat, which offers comfortable daysailing, racing and overnight cruising to its owners.

SMALL BOAT JOURNAL in their September 1983 issue, test sailed the Gloucester 16 and called it "Small and uncommonly Capable". They reported, "She's as fine and pleasant to sail as she is versatile and accommodating . . . Anyone who has a feel for a good sailing boat will enjoy the 16".

For leisurely daysailing the Gloucester 16 has a spacious, seven foot long self-bailing cockpit which provides comfortable seating with back rest for up to four or five of your friends.

A large cockpit at the stern permits easy access to the cabin, which is a true hand, foot and head compartment. It is an ideal place for your anchor and outboard motor. The cabin is a true compartment and is furnished with a porta-potty, a galley and lock it all when you're ready to sail.

For overnighting, it's a weekend 16's trip, the cabin is furnished with a queen sized berth, a full bathroom and two single berths below, with plenty of room to stretch out for comfortable sleeping.

An optional center cushion turns the two single berths into a queen sized double for even more sleeping room.

Provision is made in the cabin for the stowage and use of a portable flush-type head, which is available as an optional accessory for your privacy, comfort and convenience.

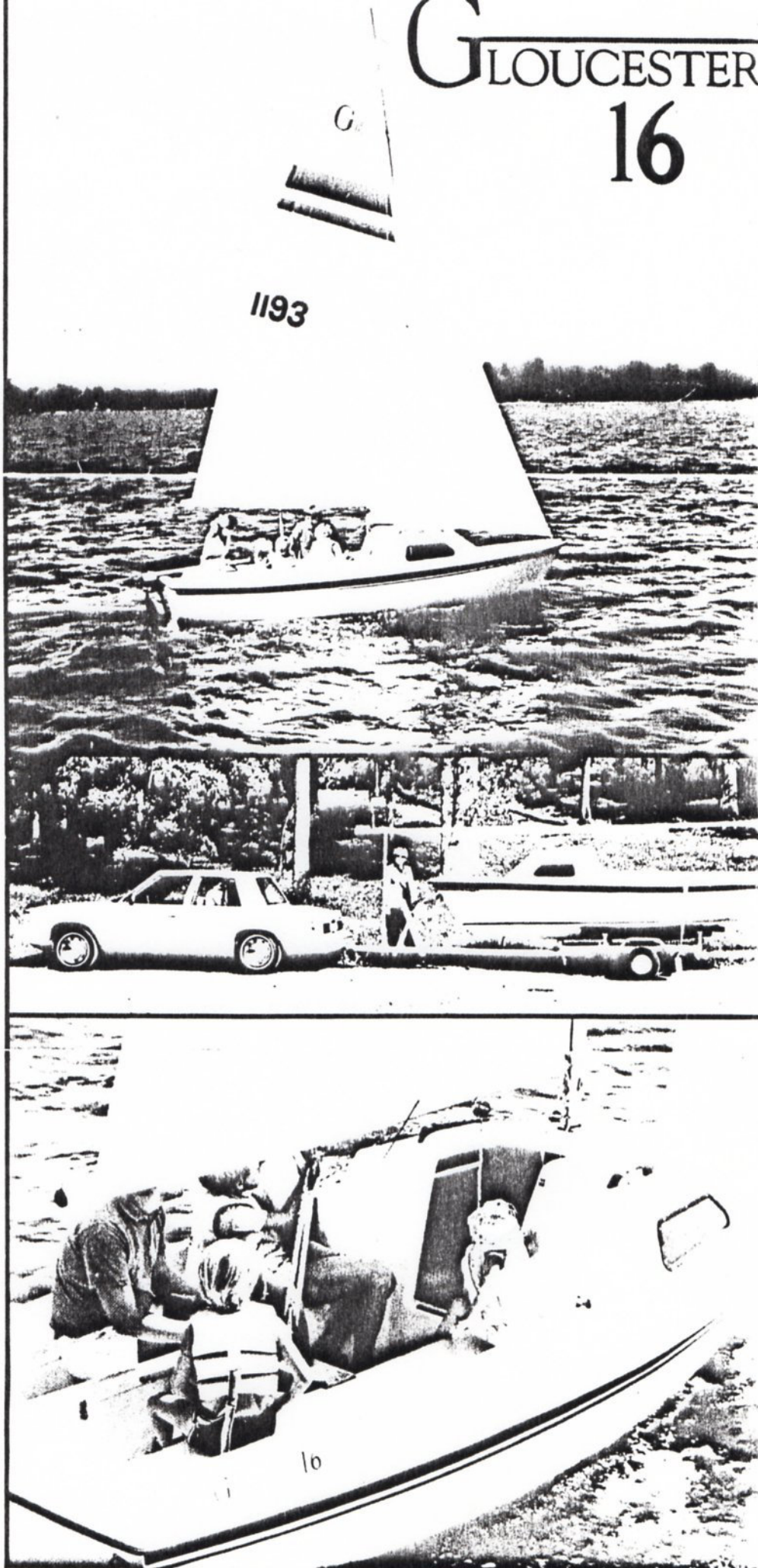
Storage is provided under the bunks in the cabin, too, and the cabin is provided with a fiberglass top hatch and a hatch drop which can be locked for security.

The Gloucester 16 is an excellent sailing boat, having been originally designed by Bill Lapworth of Cal 40 fame. She has the feel and stability of a much larger yacht, with her 200 lb. swing keel and an additional 150 lbs. of ballast in the bottom of the hull for maximum righting effect.

The new 1986 Gloucester 16s are also provided with positive foam flotation to prevent sinking in the unlikely event the strong fiberglass hull is punctured.

The efficient swing keel is raised and lowered by means of a simple clutch operated brake winch located in the cockpit so the helmsman can adjust it easily. Merely turning the winch handle in one direction raises the swing keel, while turning it in the opposite direction lowers it—the automatic clutch holding it in position wherever you want.

GLOUCESTER 16



Both the mainsheet and the jib sheets are controlled by automatic cam cleats for your convenience. The Gloucester 16 is set up so that you can sail it by yourself.

EQUIP IT FOR RACING

If you want to race, you can equip your "16" with such racing accessories as a boom vang, genoa, spinnaker, jiffy reefing for the mainsail, roller furling for the jib or genoa, bow pulpit, and lifelines and stanchions, as well as other options. She is lively enough to show her heels to other cruising boats of similar size.

GREAT FOR GUNKHOLING

Because of her shallow hull draft of nine inches, the retractable wing keel and the lifting rudder, your Gloucester 16 can venture into coves and near-shore hideaways where small keel boats simply cannot go. Pull her right up on a deserted beach to enjoy a picnic lunch and hardly get your feet wet.

EASY TO TRAIL, LAUNCH AND RIG

The same features make launching and hauling the "16" a snap compared to small keel boats. She can be trailed low on the highway on a simple, inexpensive trailer, launched easily from a ramp into shallow water, and just as quickly cranked back up onto the trailer for the ride home.

She is easy to trail, too, and is light enough to be towed easily at highway speeds by even the new compact cars. If you are taking a long trip, her cabin becomes a comfortable overnight camper.

The simple three stay rig and hinged mast permits easy raising and lowering of the mast—singlehandedly in conjunction with our mast crutch. Rigging is so simple you can be sailing within ten minutes after arriving at your sailing site.

OUTBOARD AUXILIARY

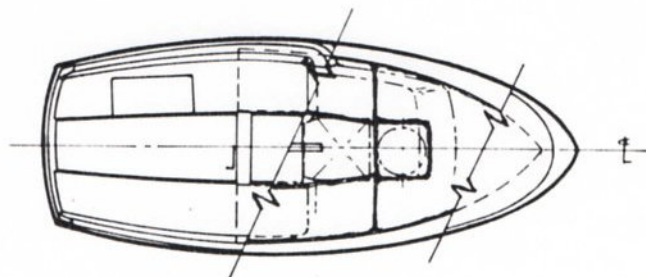
Underway, auxiliary power can be provided by a 2-4 h.p. outboard, which mounts directly on the transom. A long shaft engine is preferred, but a standard shaft engine is adequate. An optional compartment under the starboard cockpit seat provides ventilated storage for a low profile three gallon gasoline can.

LOW MAINTENANCE

Maintenance is a breeze. Dacron lines and sails, vinyl rubrails, oak trim, corrosion resistant hardware, anodized aluminum mast and boom, stainless steel rigging, the zinc-epoxy coated cast iron swing keel, and the rugged fiberglass hull all combine to give a product which allows you to spend a maximum amount of your free time enjoying your boat and a minimum amount of time in taking care of it.

HIGH RESALE VALUE

When you want to move up to a bigger yacht, you will find that your Gloucester 16 will maintain a high resale value, so your annual cost for owning and enjoying this fine boat is surprisingly low—another reason for buying this family-sized, family-priced Pocket Yacht.



SPECIFICATIONS

LOA	15'7"	Displacement	900 lb.
LWL	14'0"	Swing keel weight	200 lb.
Beam	6'3"	Keel material	cast iron
Draft, swing keel up	9"	Hull material	fiberglass
Draft, swing keel down	3'9"	Sail area, main	90 ft ²
Cockpit length	7'4"	working jib	47 ft ²

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