



# **BOSTON WHALER HARPOONS.**





Feeling over-exposed but under-informed about boats? Well, when you're looking to buy any new product outside of your personal expertise, the surest way to take its measure is to take the measure of the people behind it. You can learn more about a boat from the accomplishments of a boat's designers, builders and outfitters than you can possibly squeeze out of all the glowing descriptions. Because in boats, as in your business, pros can be counted on to get the job done right. Brilliant pros get it done brilliantly.

## THE C&C DESIGN GROUP

These design pros have run a string of cruising and racing yachts that have made C&C North America's largest boat builder – and they did it,

**C&C**

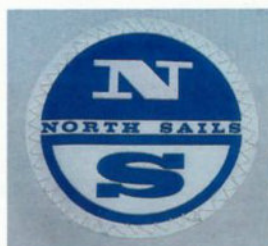
not with volume/low price construction, but with boats known for their performance and quality.

Moreover, they've also spawned a small armada of offshore storm troopers – racing yachts that have emerged victorious from no-holds-barred events like the SORC, Canada's Cup, Admiral's Cup and Level Racing Championships.

This is the team that designed the Harpoon 4.6 high performance trainer, the 5.2 day cruiser and the 6.2 weekender.

## NORTH SAILS.

When other major sailmakers invested in cloth-making equipment, Lowell North invested in people. In a self-fulfilling cycle, the most



aggressive young sailing talents are drawn into the international North network, and cumulatively they embody the best experience and brain-power in the racing community. Their hard-edged

technological approach has made "North Sails" synonymous with winning on everything from sailboards to 12 meters.

These sailmakers designed and tested each Harpoon sailplan, and personally build every sail.

## ELVSTROM BAILERS.

His book is called *Elvstrom Speaks*, and it has lived on the bedside table of every sailboat race winner for two generations.

Paul Elvstrom's gear is like Paul – smart, tough, relentlessly efficient; and it's as smooth going down as Danish aquavit.

This man supplies the only bailers used on the Harpoon 4.6 and 5.2.





# KENYON SPARS.

In the small boat spar wars, Kenyon® is king. They've been the industry's pioneers, developers of systems and pacesetters in manufacturing standards. Kenyon extrusions aren't just alloy—they're marine aluminum formed as smooth and true as arrows. Paint isn't just sprayed on—it's electrostatically applied. And Kenyon masts aren't just masts—they're foam-filled flotation devices, that help a capsized boat from completely turning turtle.



This is the manufacturer of every mast, boom or spinnaker pole on every Harpoon you can buy.

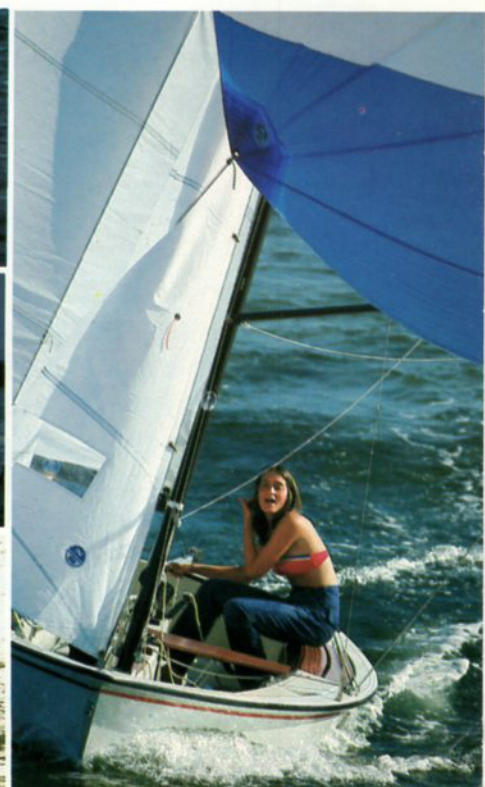
# BOSTON WHALER CONSTRUCTION.

To sailors, the name Boston Whaler® means unsinkable offshore powerboats. But to powerboaters and fishermen, Boston Whaler stands for security and performance in conditions that

make most powerboats crawl for shore. Whaler's® reputation for ruggedness and safety stems from its unique ability to build boats with a foam sandwich construction—boats so tough and reliable that each hull is warranted for 10 full years, no matter how it's used or how often it's re-sold.

Each hull is essentially two separate fiberglass skins bonded (while wet) at their edges and filled under intense pressure with trillions of tiny closed-cell urethane foam bubbles. The resulting construction is not only absolutely unsinkable, it's omnidirectionally strong so every part of the boat is re-inforced to resolutely resist impact. Moreover, it's thermally insulated, wonderfully vibrationless and quiet, and totally self-bailing at the mooring.

Of all the sailboats made today, only Harpoons are built with these unsinkable foam sandwich hulls. Only Harpoons are built by a manufacturer who believes they'll remain trouble-free for 10 long years—and backs up that belief in writing. In short, only Harpoons are built to Boston Whaler standards.

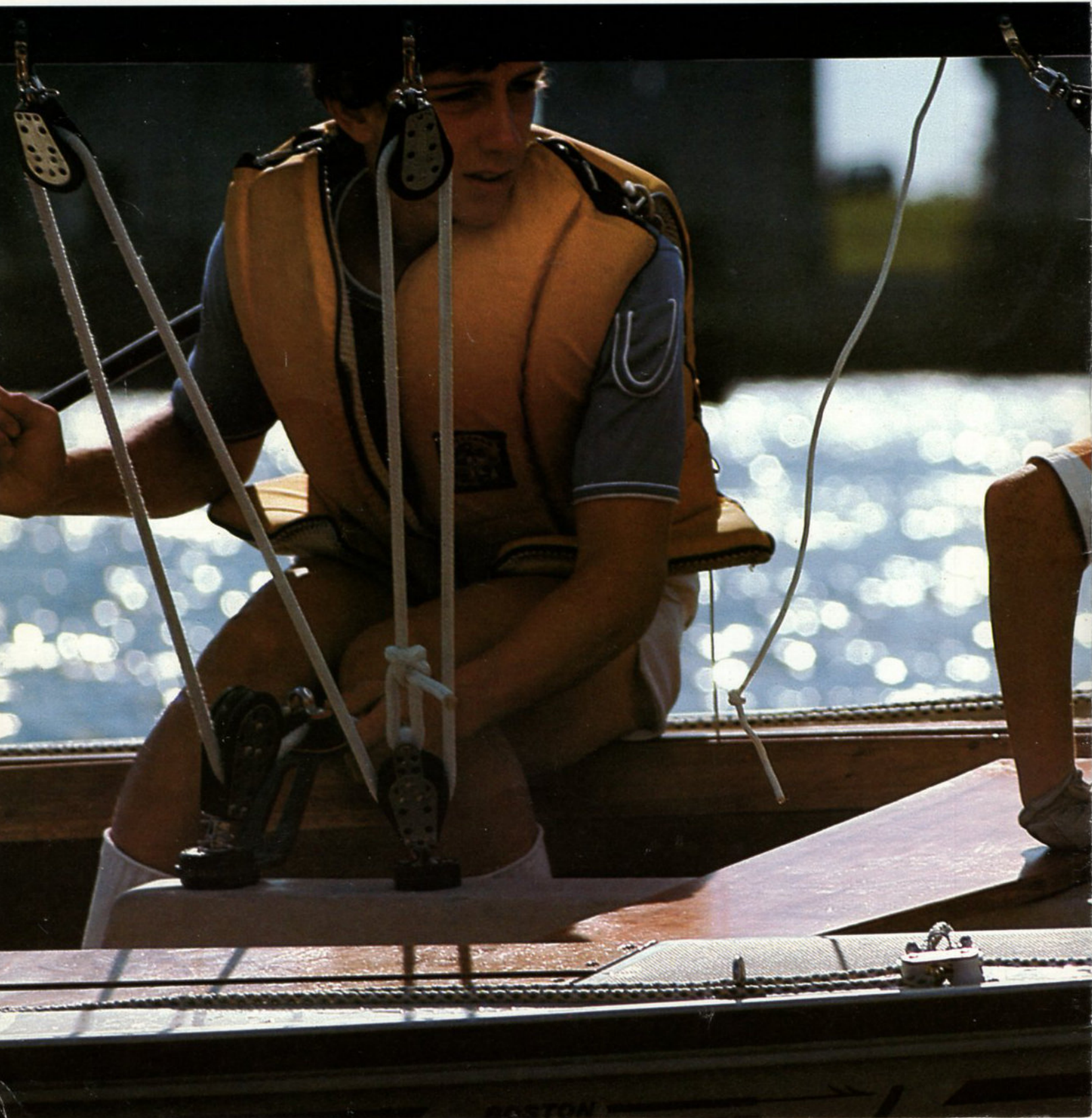




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WHALER**

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## THE HARPOON 4.6

For many years, junior sailing programs lived on the horns of a dilemma. They could either offer their young hot-shots boring, unchallenging (but appropriately forgiving) oafs of training boats, or they could start them right off in performance machinery whose liveliness roused their excitement but whose nervous handling bred frustration and, sometimes, even fear.

Now, the C&C group has designed, and Boston Whaler has built, the Harpoon 4.6, a meaningful 15' alternative to both the dull and the difficult club racers of old. It is a boat that is fast and yet refreshingly uncomplicated. A boat that is solid and stable in lumpy water, yet eager to respond to helm. A boat that is easy and enjoyable to sail, yet forgiving if sailed imperfectly. And—most importantly—it is a boat that is absolutely unsinkable, and which can easily support the weight of its full crew even when totally swamped.

Sailing coaches have said that the Harpoon 4.6 is so forgiving it *teaches* new sailors when they make mistakes, instead of punishing them for their inexperience. (And, because the 4.6 is built with Whaler's rugged foam sandwich construction, the club or owner doesn't pay the price for those indiscretions either.) There are Harpoon 4.6 Class Association racing fleets throughout the country, with Regional and National Championship races. And every hull in every fleet is warranted for 10 full years, no matter



how often the boat is re-sold.

The word "vast" is often used to describe the Harpoon 4.6's cockpit. But in truth, it can be applied much more broadly. Boston Whaler's club racer is a boat of vast teaching capabilities designed with vast experience and built with vast pride. There is no finer, safer sailboat for the young sailor or the new sailing family.



### Specifications:

LOA .....	15'0"	4.57m
LWL .....	13'4"	4.08m
Beam (maximum) .....	6'7"	2.01m
Beam (waterline) .....	4'6"	1.37m
Draft (board up) .....	0'6"	0.15m
Draft (board down) .....	3'4"	1.02m
Hull Weight (fully rigged) .....	425 lbs.	198kg
Bridge Clearance .....	23'0"	7.01m
Sail Area:		
Main .....	90.0 sq. ft.	8.4m <sup>2</sup>
Jib .....	39.2 sq. ft.	3.6m <sup>2</sup>
Total .....	129.2 sq. ft.	12.0m <sup>2</sup>
Spinnaker .....	135 sq. ft.	12.6m <sup>2</sup>



## THE HARPOON 5.2

By all classic definitions, the 17-foot Harpoon 5.2 is a family daysailer, pure and simple. But, for the sake of a very important point, we'd like to re-define it as a day *cruiser*.

Let us explain:

First of all, real cruising sailboats are supposed to be roomy, spacious and comfortable. Which they are, *below* decks. The cockpits of those same boats, on the other hand, are, more often than not, pretty skimpy. Now, unless you plan to spend a lot of time actually using all those below decks amenities, their tiny, cramped cockpit area just isn't very sensible.

The cockpit of a Harpoon 5.2 day cruiser, on the other hand, is huge, with plenty of room to move around and stretch your legs. And that just has to make a lot of sense to a family without the time, or the money, for a big, potentially impractical cruising boat.

Now, having gone to great pains to establish the Harpoon 5.2 as a day *cruiser*, we're going to turn right around and tell you it's also a day *racer*. Because the 5.2 is built under strict one design rules (tightly controlled hull, spar, sail and equipment specifications), the Harpoon 5.2 Class Association can help new owners enjoy the fun of local racing, and point them toward regional regattas and the National Championship.

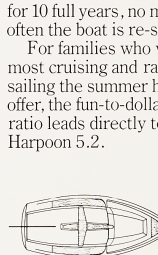
And, while the 5.2's are plenty hot in the performance department, they're also plenty stable and easy to handle. So real families can go head



to head with the most athletic of sailing gorillas—and beat them on smarts and boat handling.

The Harpoon 5.2 is offered either with or without a decked-over cuddy cabin. There's a locker forward for anchor or spinnaker, and four compartments beneath the seats for racing gear or picnic gear. And, needless to say, the unsinkable foam sandwich hull is warranted for 10 full years, no matter how often the boat is re-sold.

For families who want the most cruising and racing sailing the summer has to offer, the fun-to-dollars ratio leads directly to a Harpoon 5.2.



### Specifications:

LOA .....	17'0"	5.22m
LWL .....	15'0"	4.62m
Beam .....	7'6"	2.28m
Draft (board up) .....	4'6"	11.4cm
Draft (board down) .....	4'4"	11.2cm
Hull Weight (total) .....	565 lbs.	256kg
Bridge Clearance .....	25'	7.62m
Sail Area:		
Main .....	108 sq. ft.	10.0m <sup>2</sup>
Jib .....	52 sq. ft.	4.8m <sup>2</sup>
Total .....	160 sq. ft.	14.8m <sup>2</sup>
Spinnaker .....	150 sq. ft.	13.9m <sup>2</sup>



## THE HARPOON 6.2

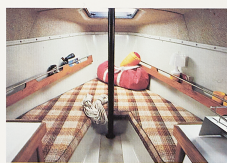
The great majority of sailors daysail. Occasionally, they overnight. And once in a great while, they are able to steal enough time from work and responsibilities to slip away for a weekend. Yet, there's a mysterious temptation for many to seek these uncomplicated pleasures in the most complicated and expensive way imaginable—in a burdensome 22' to 26' guest house, long defined in the industry as a "cruiser."

Well, the C&C design group and Boston Whaler would like to re-define the word "cruiser" in light of the 1980's fiscal sensibilities and the realities of the average sailor's needs. After careful thought, these two experienced names in boating have developed the Harpoon 6.2—a trailerable 20-foot micro-yacht that is either the ultimate in daysailers or the minimum in comfortable cruisers, or both.

The Harpoon 6.2 has a huge daysailing cockpit with sprawling space for six. Yet, unlike a classic daysailer's, its ballasted 3½-foot keel gives it real stability and bite when shouldering into offshore rollers. There's an overboard-draining anchor (or spinnaker) locker forward, and lockers beneath the seats for sails, lines, gas tanks, batteries and heavy gear.

Below decks, there's a warm and friendly little cabin, where daysailing families can change into bathing suits, get out of bad weather, or use the private head. And, on those rare-but-welcome free weekends, two adults can slip away with the wrong wine, the right fantasies and an ocean view that would command a sheik's ransom.

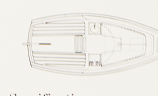
The double Vee-berth is king-sized. Port and starboard are counters for the optional stove and



sink, and storage for the optional head. An opening smoked Plexiglas deck hatch and two opening ports admit sunlight, starlight, fresh air and the sounds of gently lapping waves.

All of this capability and performance would mean less if offered by any other boat company. But the Harpoon 6.2 is built with Whaler's rugged foam sandwich construction that is not only unsinkable and self-bailing, but warranted for 10 years, no matter how often the boat is re-sold.

Now consider this. With the money you'll save having fun on a Harpoon 6.2 this summer, you can charter a full-sized cruising boat in the Caribbean next winter.



### Specifications:

LOA .....	20'4"	6.2m
LWL .....	15'10"	4.8m
Draft .....	3'6"	1.1m
Beam .....	8'0"	2.4m
Hull Weight .....	1,700 lbs.	771kg
Ballast .....	550 lbs.	249kg
Sail Area:		
Main .....	115 sq. ft.	10.7m <sup>2</sup>
Jib .....	95 sq. ft.	8.8m <sup>2</sup>
Spinnaker .....	326 sq. ft.	30.2m <sup>2</sup>

