

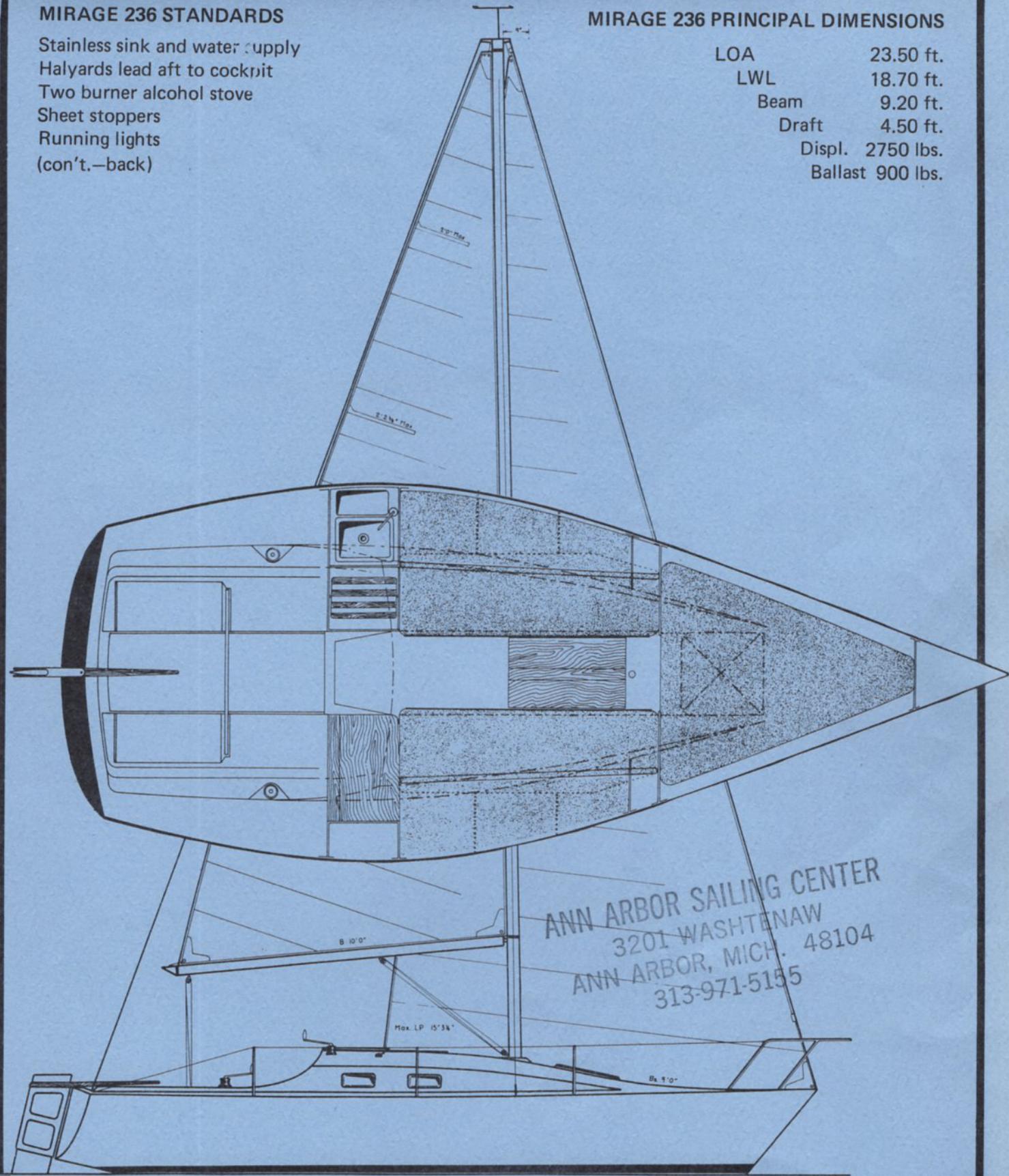


MIRAGE 236 STANDARDS

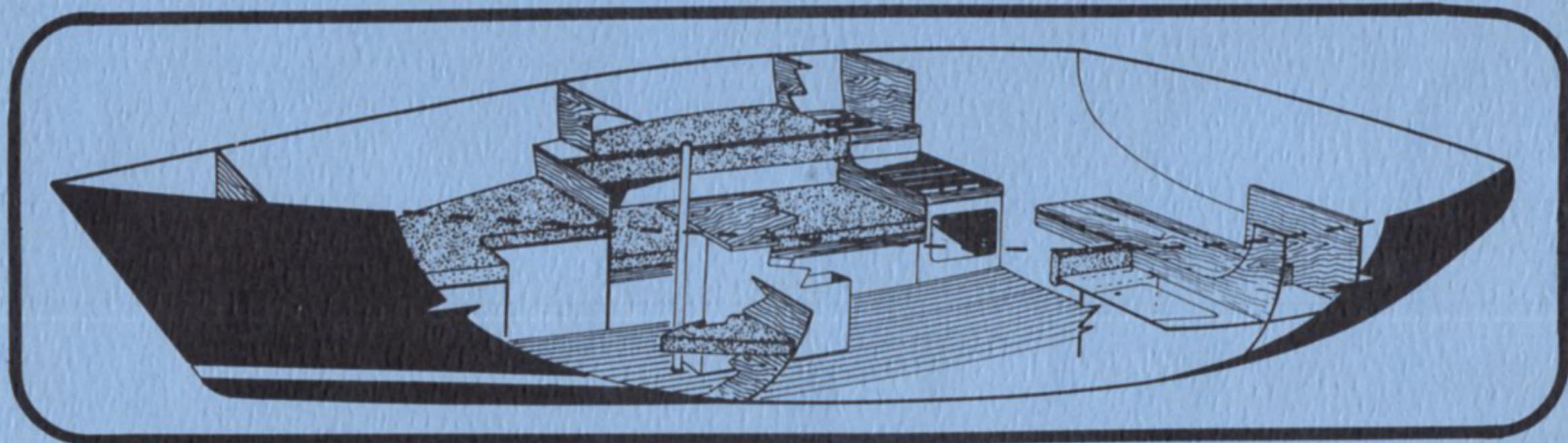
Stainless sink and water supply
Halyards lead aft to cockpit
Two burner alcohol stove
Sheet stoppers
Running lights
(con't.—back)

MIRAGE 236 PRINCIPAL DIMENSIONS

| | |
|---------|-----------|
| LOA | 23.50 ft. |
| LWL | 18.70 ft. |
| Beam | 9.20 ft. |
| Draft | 4.50 ft. |
| Displ. | 2750 lbs. |
| Ballast | 900 lbs. |



**MIRAGE . . . a very real example of just how
good a cruiser / racer can be.**



DESIGNER'S COMMENTS

From the inception the **Mirage 236** was designed as a performance cruiser, a boat with a spacious functional interior, vast deck and cockpit space and the kind of performance generally associated with all out racers. Excellent stability and the ability to cruise shoal waters were also primary design targets.

The hull shape is characterized by its generous form stability generated not only by the midships beam but also by the long flat run and powerful quarters. The hull's inherent stability is complemented by the lifting, fiberglass sheathed, lead keel and internal ballast to insure ultimate stability in all conditions.

The **Mirage 236**'s displacement to length ratio is 195, or at the moderate end of the displacement scale. At this ratio there is enough displacement to allow a substantial hull and deck fiberglass lamination without detracting from the boat's performance.

The **236**'s driving force is developed by an efficient high aspect ratio sail plan set on a simple masthead rig. The masthead rig was chosen over a fractional configuration for several reasons. To set the required sail area the masthead rig needs a shorter mast and simpler rigging. The shorter mast lowers the boat's center of gravity, reduces windage aloft and, most significantly, reduces the pitching moment considerably.

The keel and rudder are both **NACA** foil sections to ensure optimum windward performance. The keel foil is a semi-critical laminar flow profile that generates minimum drag for the required lift. The rudder foil is a classical section noted for its ability to develop lift even at rudder angles that would stall out most any other foil. Positive control at all times was the primary goal in its design.

The interior of the **Mirage 236** is remarkably spacious when compared to any boat of its class and size. Starting forward, there is a line locker in the forepeak followed by a generously sized vee berth. The main cabin features settee berths port and starboard with shelves behind the back rests and stowage under the shelves. Seating is extremely comfortable. The galley with a two burner alcohol stove and stainless sink, is located on the port side next to the companionway. The chart table — a rare luxury in a 23 footer — is located to starboard opposite the galley and is quickly accessible from the cockpit.

The cockpit is a full 6½ ft. long and is quite deep in the boat to provide comfortable and secure seating. Two cockpit hatches give access to the cavernous sail lockers in the aft section of the cockpit.

The sidedecks are wide and clear of obstructions as the chainplates are inboard, as are the genoa tracks. The cabin top itself is equally easy to move around on as its camber is constant throughout and has none of the various toe stubbing protrusions common today. The gel coat non skid is applied to the deck after molding which makes possible a safer, less slippery surface and makes it possible to 'non-skid' areas that would otherwise have to be left slick.

Finally the ventilation in the boat has received the necessary attention with an 18 in. X 18 in. opening Lexan forehatch, four opening ports in the cabin sides and the large companionway hatch and drop boards.

BUILDER COMMENTS

The **236** follows criteria developed for sound vessels after many years of experience and building over 100 small craft.

Everything considered, concerning racing and/or cruising boats, it boils down to a few basic items: one is getting back to port safe and sound with a minimum amount of discomfort and danger. Your boat can't break! After nearly 120 miles of ocean racing in the 'Kahlua Cup' our 5.5, the smallest boat in the fleet, came home. 'safe and sound'. Nearly one-fourth of the boats in her division had dropped out due to mechanical failures. This same dedication to engineering, strength, and quality is brought to you in the **236**. No finicky race boat but a nice docile handling boat ready for any challenge.

If it's the M.O.R.C. Nationals or a cruise to the Bahamas be assured that your **Mirage** is built to withstand the abuse to be dealt out.

STANDARD FEATURES

High aspect ratio NASA airfoil rudder and keel (both lifting) ; Jiffy reefing ; Two speed primary and secondary winches ; Perforated toe rail ; Wire to rope halyards ; Non-skid deck ; Mooring cleats (fore and aft) ; Bow eye ; Lifelines ; One piece welded stainless bow rail ; Upper and lower shrouds with air foil spreaders ; Split backstay ; 3 in. foam herculon fabric V-berth and quarter berth cushions ; Teak trim ; Smoked Lexan forward hatch ; Lexan opening ports ; Hinged mast step ; Lockers under berths ; Cockpit lockers ; Cabin lights ; Chart lights ; Ice chest ; Traveler ; Fabric hull liner.

(Standard features are subject to change without written notice.)

MIRAGE

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