

MONTGOMERY 17 FLUSH DECK

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959 WEST 17TH STREET
COSTA MESA, CA 92627



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(714) 548-9452

The M-17 Flush Deck began as a project for a personal boat for myself and we did not originally intend on marketing her. I had in mind a boat that would be competitive with keel boats of 20-25' on a boat-for-boat basis but would be stiff enough to take to Catalina Island or to the Sea of Cortez and not worry about the weather. I had no interest in a cabin since about 90% of our sailing is day racing and my wife and I are perfectly happy "camping out" during the small amount of overnighting we do. We knew that the hull of the standard M-17 cruising boat had excellent speed potential so we designed a lightweight, stripped out interior and a totally new deck.

The interior has been designed primarily for a high strength to weight ratio but we have been able to work in two quarter berths of nearly 7' length. There is room and privacy for a portable head for those who desire one and the forward storage bin is perfect for storing sails. There is plenty of easily accessible storage under the quarter berths.

The deck is cored with ½" end-grained balsa and has been laid out for the ultimate in efficiency. The T-shaped cockpit is split in the center by a roller-bearing traveller and has the centerboard winch and the single sheet winch on a pedestal. The pedestal winch works out beautifully; the crew can sit on the weather side and keep the boat flat while winching in the genoa, making a big difference in boat speed coming out of a tack.

The Flush Deck M-17 has a large masthead rig with a big foretriangle and a high aspect main. We use the 150 or 170 most of the time, which gives us well over 200' of sail area and will move us at hull speed in 7 or 8 knots of wind.

The prototype boat was launched June '75 about twenty minutes before the start of the first Beer Can series race and we took third place in a fleet of around twenty boats. Most of our competition was well sailed and between twenty and twenty-five feet in length. In the remaining three races of the series, we placed 2nd, 2nd, and 8th, which gave us an easy 2nd overall behind the 35' Cutty Sark. These races were done on a boat-for-boat basis with no handicaps. The quarter tonners started three minutes behind us and usually the fastest one or two caught us right at the end of the race but most were well behind.

We have been very successful in the many trailer-cruiser regattas in which we have sailed, usually finishing 1st and never less than 3rd. Very often, we have been the smallest boat in the race but 1st over the finish line!

The keel C/B configuration gives the flush deck the strength and reliability of a keelboat but with shoal draft and easy trailer launching capabilities.

We feel that the flush deck is perfect for the use for which she was designed — a big, day sailer and day racer for salt water and big lakes. She is very lively, easy to sail fast, and can carry a great deal of weight with very little effect on performance.



SPECIFICATIONS

L.O.A.	17'
Beam:	7'4"
Weight	1350
Ballast	500
Draft	3'6" Board down 1'9" Board up
L.W.L.	15'9"

SAIL AREA

Main	82 ft.
Jib	95 ft.
Genoa (150%)	134 ft.
Intermediate Jib	77 ft.
Reacher (170%)	156 ft.
Spinnaker	268 ft.

STANDARD EQUIPMENT

- JIFFY REEFING
- ALUMINUM TOE RAILS
- SHEET WINCH
- CENTERBOARD WINCH
- INTERNAL WIRE HALYARDS
- ROLLER BEARING TRAVELLER
- TILLER EXTENSION
- HINGED MAST STEP



