

MONTGOMERY 17

MONTGOMERY MARINE PRODUCTS
959 WEST 17TH ST.
COSTA MESA, CA. 92627



The Montgomery 17 has been built not as a "trailer sailer," but as a proper, medium displacement sailboat with trailing capabilities. Montgomery 17's have cruised the Sea of Cortez and the Caribbean and have made countless trips to the Pacific Coast offshore islands. The reliability and effectiveness of her shallow draft keel, with inside ballast and iron centerboard, have been proven in wooden boats by many different designers for over two centuries.

The beamy lapstrake hull of the M-17 is stiff, dry, seakindly, and tremendously strong. Lapstrake construction in fiberglass has the same advantages as in wood - dryness, rigidity, a pronounced dampening effect on pitching in a head sea, with a better motion in quartering seas. Her modern underbody, with low wetted area, fine entry, and displacement well aft, allows her to move fast and point high in light air as well as to excel in a blow. The modern masthead rig offers complete flexibility in sail selection, ranging from 82 ft. with reefed main and storm jib to over 200 ft. with the 170% reacher, maintaining excellent balance at all times.

The functional interior is roomy and uncluttered, having three berths with built-in sink and galley area. The interior liner is a well engineered, fully bonded, structural part of the hull and not merely dead weight. The centerboard trunk is housed in the shallow keel, allowing a flat cabin sole and totally eliminating any chance of leaking.

Fittings have been carefully selected from the best available. Mainsheet blocks are ball bearing with integral cam cleat for quick, easy adjustment and jib sheet blocks are hung on the perforated aluminum toe rails, offering unlimited adjustment from a point of great strength. The slab reefing can be operated quickly by one person, standing securely in the companionway and in reach of the tiller and mainsheet cleat.

Designer Lyle Hess has had over 40 years experience designing cruising sailboats and his boats have completed many ocean passages.



Standard Equipment

Masthead rig
Complete Reefing Gear
Hinged Mast Step
Aluminum Toe Rails
Forward Hatch

2 Cockpit seat hatches
Removable Sliding Hatch
Molded Galley
Cushions
Carpeting

SPECIFICATIONS

Beam: 7'4"
Weight 1500
Ballast 500
Draft 3'6" Board down
1'9" Board up

Sail Area:	Sail Area:
Main77 ft.
Jib77 ft.
Genoa (150%)	107 ft.
Storm jib27 ft.
Intermediate Jib43 ft.
Reacher (170%)	125 ft.
Spinnaker	226 ft.



Designer's Comments:

Jerry Montgomery and I planned the 17 for two years before I put it on the board for him. The very close planning on the yacht paid off in avoiding the shortcomings of most of the existing trailerable boats.

We wanted a fast, able, and comfortable vessel that would be capable of safe, moderate offshore passages and used the very sound keel centerboard system, allowing her to be easily ramp launched while giving the strength and stability of the shallow draft fixed keel. This arrangement has allowed the craft to be a good sailer in shallow waters and at the same time being stable and extremely closewinded in open waters.

The 17 was very well tooled by one of the West's finest shipwrights, Mr. Woodford Royce, with close consulting by Jerry and myself. This excellent tooling, together with Jerry's engineering and quality control, makes it one of the finest yachts regardless of size. Let me say that I am extremely proud of our Montgomery 17.

Lyle C. Hess



