

# MONTGOMERY 23

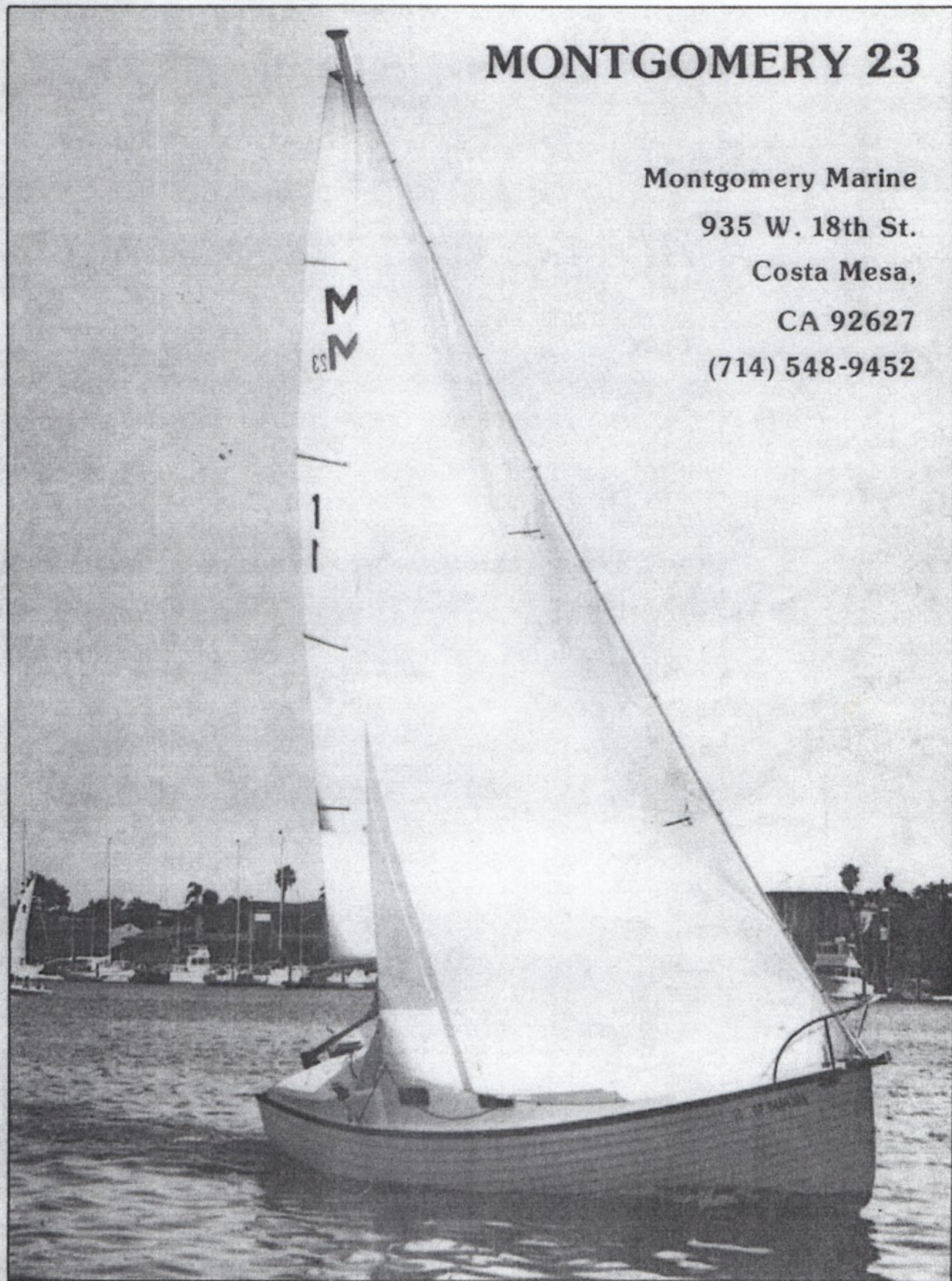
Montgomery Marine

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Costa Mesa,

CA 92627

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The Montgomery 23 is available either with a fixed keel or as a keel/centerboarder.

**Specifications:**

LOA .....	23'
LWL .....	21'10"
Weight .....	3,600 lbs.
Total Ballast .....	1,530 lbs.
Centerboard weight .....	320 lbs.
Sail Area (100% foretriangle) .....	240 Sq. Ft.
Draft (Keel Model) .....	3'2"
Draft (Keel/CB) .....	2'5"/4'9"

**Montgomery 23 Price List — Fall 1983**

Base Price .....	\$18,000.00
Mainsail w/2 reefs .....	470.00
Working Jib w/reefing .....	380.00
150% Genoa .....	480.00
Spinnaker .....	520.00
Spinnaker Gear .....	550.00
Head .....	185.00
Fitted Bilge Pump .....	180.00
Stove .....	275.00
Trailer .....	2,400.00
Lifelines and Stanchions .....	220.00
Mast Raising-Lowering Rigging .....	85.00



The Montgomery 23 is particularly designed to be a moderate-displacement coastal cruising boat that is capable of offshore passages while retaining the ability to trailer-launch. She is particularly well-adapted to vacation-type cruising; hauling down to the Sea of Cortez or to places like the San Juans, and then cruising for a few weeks. Designer Lyle Hess has put an emphasis on strength, seaworthiness, and comfort, and has given special attention to the development of outstanding performance. The 23 can carry a great deal of weight and has an abundance of stowage. She is remarkably fast and is as close-winded as most all-out racing boats of her length.

The 23 has an excellent interior. Her galley is kind to the cook and she has an incredible 6 cu. ft. toploading icebox that will keep ice for ten days in Mexico in the summer! Under-the-berth stowage areas are compartmentalized by bonded bulkheads for strength and convenience, with access thru large berth-top openings. There is clean, convenient storage behind and under the head and the galley cabinet has a louvered door for access to the pots-and-pans area. There is a very large storage area under the cockpit that is perfect for extra ground tackle and other seldom-used gear. We have done our best to provide access to every bit of potential storage area.

The 23 has some features above and beyond those you might expect in a 23 foot boat, such as a chain locker with anchor roller and deck pipe, a large self-draining lazarette for terrific fuel storage, and a beautiful, fully-bonded wood interior that really compliments the traditional nature of the boat.

For those who are seriously interested in the 23, I would like to make the following suggestion; that you come and see her under construction! We work a four-day week (ten hours Monday thru Thursday) and Fridays are perfect for me to make appointments to show you the boat under construction and to allow you as much time as you need to convince yourself that this boat is or is not what you want. Realistically, most of you who are considering this boat are not going to be intimidated by today's bargain plane fares, so why not do it right?

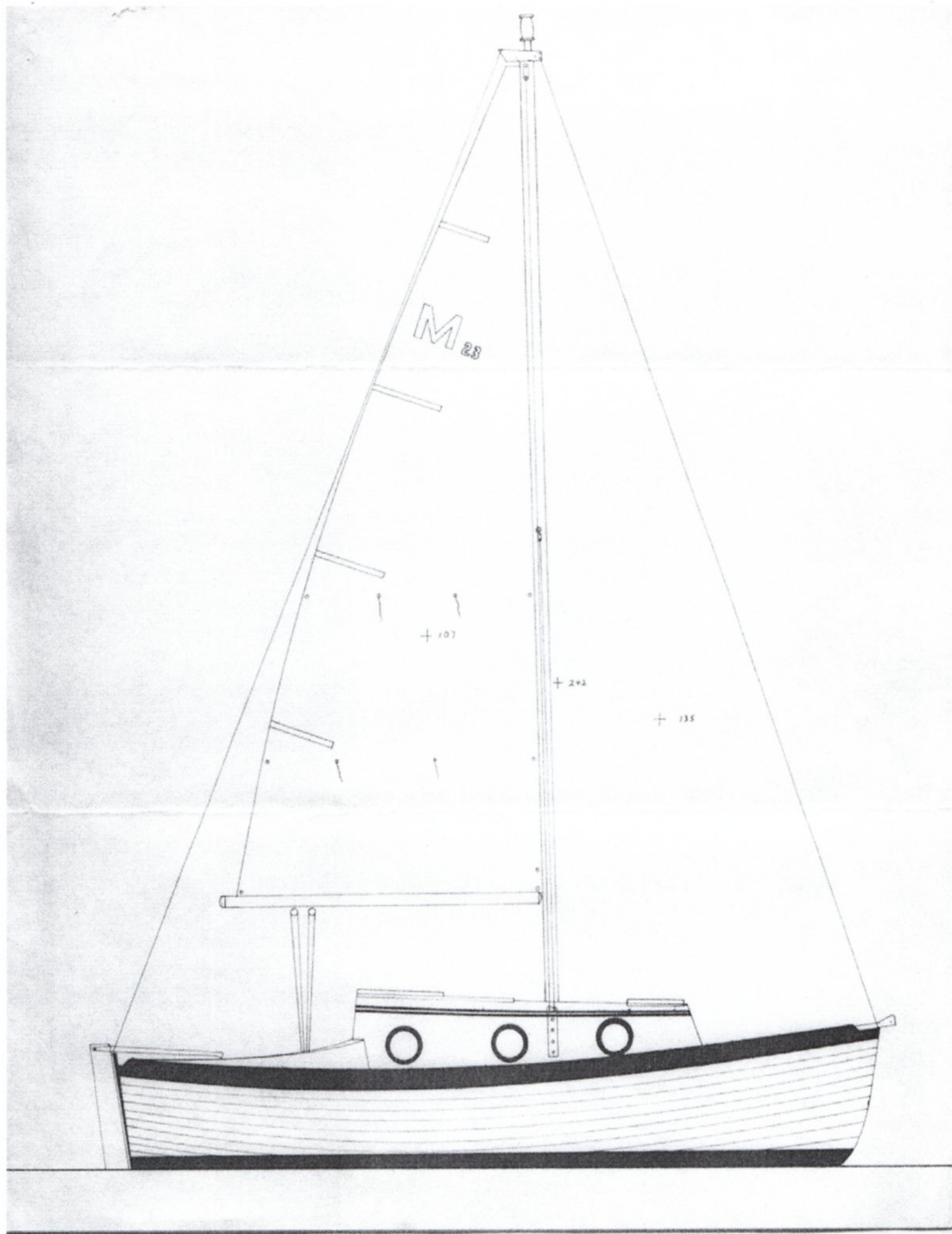
If this is difficult for you, send us a five dollar bill and we will send you five dollars worth of photos and more detailed descriptions.

I suspect that most of you know our Montgomery 17, and that many of you own one, so I would like to offer a quick comparison. The 23 is a much more elaborate boat than the 17, and obviously much larger and more comfortable. Although, she does not really have "legal" standing headroom (a touch over 5'7") she is definitely large enough to walk around in, and probably does have headroom for your wife. There is room for you to cruise with your two or three kids and still have a place for everything. Happily, she still sails like a 17, except smoother, faster, and more powerful.

Our timetable? We are buffing and waxing the molds now, and will probably start production in early August when we expect to be caught up on our 15's and 17's. We would like to build 23's until late November, when we will start back on the smaller boats for the season.

Jerry Montgomery



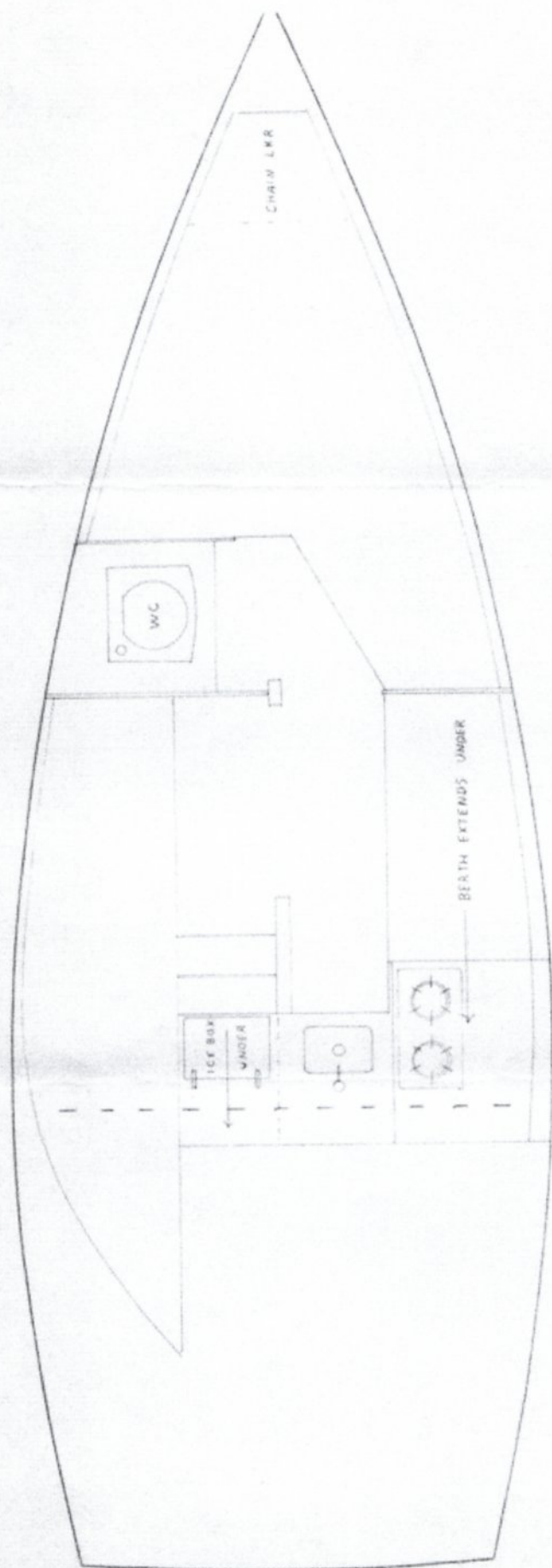


The Montgomery 23 was designed by Lyle Hess to fulfill the need for a quality trailerable with offshore cruising capabilities. Special attention has been given to the needs and desires of sailors who have experienced the shortcomings of other trailerable designs. Emphasis has been placed on strength, seaworthiness, and comfort, and special attention has been given to the development of outstanding performance. She has a proper, medium displacement hull, a wood-rich roomy interior, and many other outstanding features. Quality is stressed throughout, both in the materials used, and in workmanship. She stands in a class of her own.

## SPECIFICATIONS

Length . . . . .	23'0"
L.W.L. . . . .	20'10"
Weight . . . . .	3,600 lbs.
Beam . . . . .	8'0"
Total Ballast . . . . .	1,530 lbs.
Weight of Centerboard . . . . .	320 lbs.
Sail area (100% foretriangle) . . . . .	249'
Draft (board up) . . . . .	2'5"
Draft (board down) . . . . .	4'11"
PHRF rating (Dec. '78) . . . . .	234/228







The strength of a boat is like the strength of a chain in that it depends on many links. A strong hull is of no value if the keel falls off or if the interior bonds break nor is a strong deck of value if it separates from the hull. We believe all bulkheads, shelves, and berths should be bonded to the hull so that they become structural members and sources of strength. There are too many boats, and particularly trailerables, that have adequate skin thickness in the hull but an interior liner that is merely dropped in place and glued around the top, with no other attachment. Most of these will actually get depressions in the hull from sitting on the trailer — take a look at some two or three-year-old trailerables. If a boat will sag around a trailer from its own weight, what might happen in a good storm? The Montgomery 23 gets its strength from sound engineering and moderate overbuilding in all details.

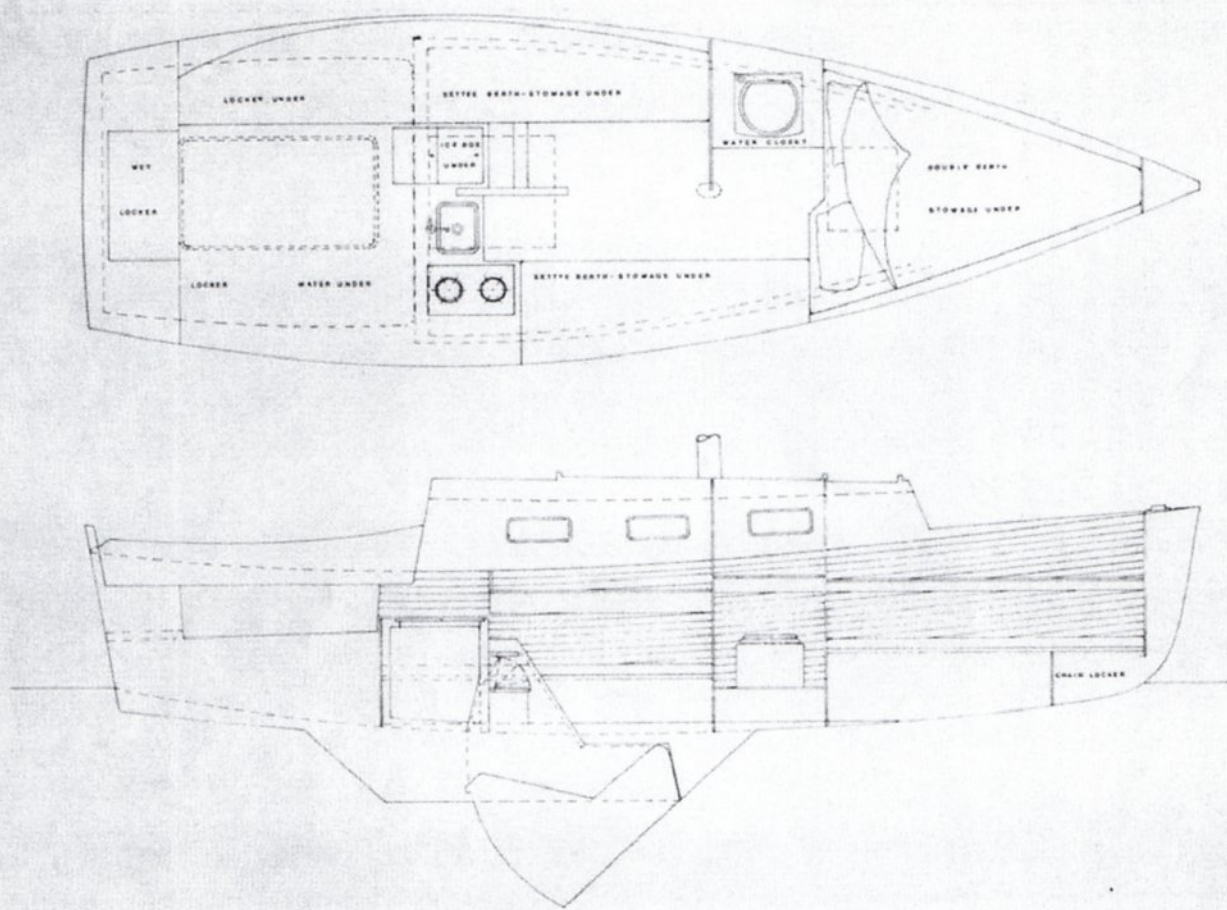
The M-23 hull is hand laminated from five layers of woven roving, mat, and cloth, with extra layers in the keel and bottom. The berths, galley cabinet and cabin sole are a rigid, one-piece lamination that is very strongly bonded to the hull at all points of contact. There are several fully-bonded bulkheads under the berths, adding strength and stiffness to the hull as well as separating storage compartments. Bulkheads and shelves are bonded to the hull and add great strength. Even the wooden cleats for the sealing battens are fully encased in fiberglass, producing strength much like the frames found on wooden boats.

The deck is of end-grain balsa core. The balsa fiberglass sandwich is an extremely good innovation, being very strong, light, and with good insulative qualities for both sound and heat. It will not delaminate as will a plywood or particle-board core. A balsa-core deck makes a boat last longer and go faster, and makes the boat warmer in winter and cooler in summer, and quieter. Expensive, but worth it. The Montgomery 23 deck is bonded and bolted to the hull and interior bulkheads.

The keel/centerboard structure is strong, reliable, and very effective in doing its job, which is providing ballast and lateral area. The highly refined keel is molded in one piece with the hull and contains 1,200 pounds of lead. The quadrant-shaped centerboard is of cast iron and weighs 320 pounds. Look closely at the drawings; several advantages are apparent.

1. Because of the triangular shape, the c/b prevents end flow (wing tip loss) off the bottom of the keel and increases effectiveness upwind.
2. Because the bearing surface of the c/b remaining up in the keel is spread out over a large fore-and-aft area, it cannot twist off to leeward from water pressure while the boat is sailing upwind. This increases the effectiveness of the board and allows the boat to sail closer to the wind.
3. The hoisting pennant of the c/b is up in the slot of the keel at all times, reducing drag.
4. The advantages of having most of the ballast in the keel and integral with the hull as opposed to having all the ballast in a retractable keel, hanging under the boat from a single pivot bolt, are obvious.
5. Note that the c/b is at the very forward end of the center of lateral resistance. This very important feature means that as the board is raised, the center of lateral resistance moves aft. Upwind, with the board down, the 23 should be tuned so that it has just a touch of weatherhelm. Off the wind, with the board up, the helm becomes more neutral, decreasing drag and any tendency to broach in heavy air. This feature cannot be overemphasized; it is one of the major reasons that both the M-23 and the M-17 have enviable reputations for being superbly handling boats.





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## Introduction to a proper interior:

We consider the 23 interior to be one of her most outstanding features. She is very adequate for family cruises of two or three weeks duration. We believe that few will find fault.

The offset, U-shaped galley keeps the cook secure and clear of companionway traffic. Stove, sink, and six-cubic-foot icebox are easily in reach. Melted icewater is transferred by a convenient foot pump directly to the sink, where it may be used for washing and cleanup. The teak and ash jointer work add warmth and luxury and compliment the traditional nature of the boat. The head is between teak bulkheads for privacy, and is roomy and easy to care for.

Below-deck storage is abundant. Under-the-berth areas are compartmentalized by bonded bulkheads for strength and convenience, with access thru large berth-top openings. There is clean storage both behind and under the head. The galley cabinet has a drawer for silver and a large louvered door for access to the pots-and-pans area. Both main cabin and forward berth area have full-length shelving on both sides for strength and added storage. There is a large and secure storage area under the cockpit for extra ground tackle and other seldom-used gear. We have provided access to every bit of potential storage area in the 23 in order to exploit this much-needed requirement to the fullest.

- Sheet winches
- Cabin top halyard winch
- Bridgedeck mainsheet traveller
- Split backstay
- Slab reefing gear (2 reefs)
- Black anodized toe rails
- Fitted bilge pump
- Outboard bracketw/lifting tackle
- Molded waterline stripe
- Bow pulpit
- Mooring cleats
- Chain Locker
- Custom stem fitting w/anchor roller and deck pipe
- Balsa core deck
- Handrails (full length)
- Retracting rudder with lifting tackle
- Self draining lazarette locker
- Bench lockers, P&S
- Hinged hasps on lockers and companionway
- Forward hatch w/holder and latch
- Planked ash hull liner (sealing battens)
- Teak bulkhead table (folding)
- Fiberglass headliner
- Teak shelving, P&S
- Teak bulkheads and interior cabin sides
- 6 cabin ports with curtains
- Carpeted cabin sole
- Insulated ice box w/foot pump drain
- Fabric cushions
- 4 cabin lights
- Deck Fill water system
- Elect. system w/explosion proof switch, switchplate, and battery box
- Stainless steel bow eye.