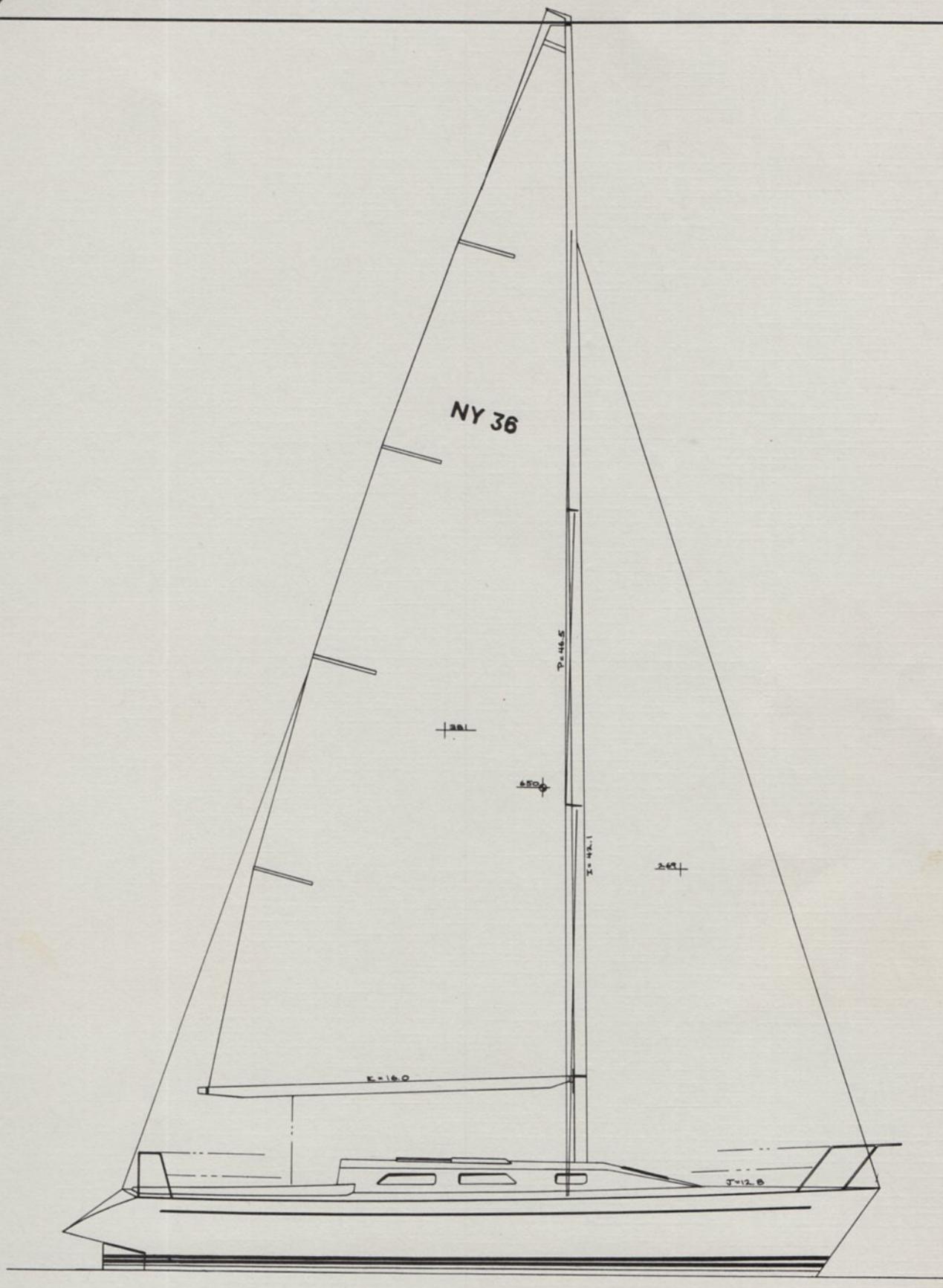


NEW YORK 36



DETAILED DESCRIPTION

The New York 36 was conceived by members of the New York Yacht Club, was designed by Bill Cook, and is being built by the W.D. Schock Corporation. It is an exceptional design formulated after months of brainstorming by an outstanding blend of people.

The New York 36 is an excellent IOR design and is being built to strict one-design specifications. The small forward triangle afforded by the boat's fractional rig allows a smaller racing crew, reduces the costs of sails and winches, and makes the boat easy to handle for a cruising couple.

The interior layout satisfies the racer by placing the heaviest components near the boat's center of gravity to minimize pitching. The interior is also beautifully finished and extremely comfortable for cruising. The dinette is placed aft out of the main companionway, and the galley is well outfitted. There are two large double berths, one forward in a private stateroom and one aft under the raised bridge deck section of the cockpit. Two additional bunks give the boat a total of six berths. Generous use of natural teak and wood paneling makes the interior warm and comfortable.

HULL CONSTRUCTION

The hull of the NY 36 is 100% hand laid up fiberglass. Five-eights balsa is sandwiched between alternate layers of fiberglass mat and woven roving. In areas of high loading, there are additional layers of fiberglass. Hardwood keel floors are fiberglassed into place to carry the load of the keel throughout the hull. High gloss gelcoat in a variety of attractive colors is used on the hull. All through hull fittings below the waterline are flush with the hull and have shutoff valves.

KEEL

The keel is constructed of cast lead and is attached to the hull with eight 7/8" stainless steel keel bolts. It is faired to a close tolerance and has a painted finish.

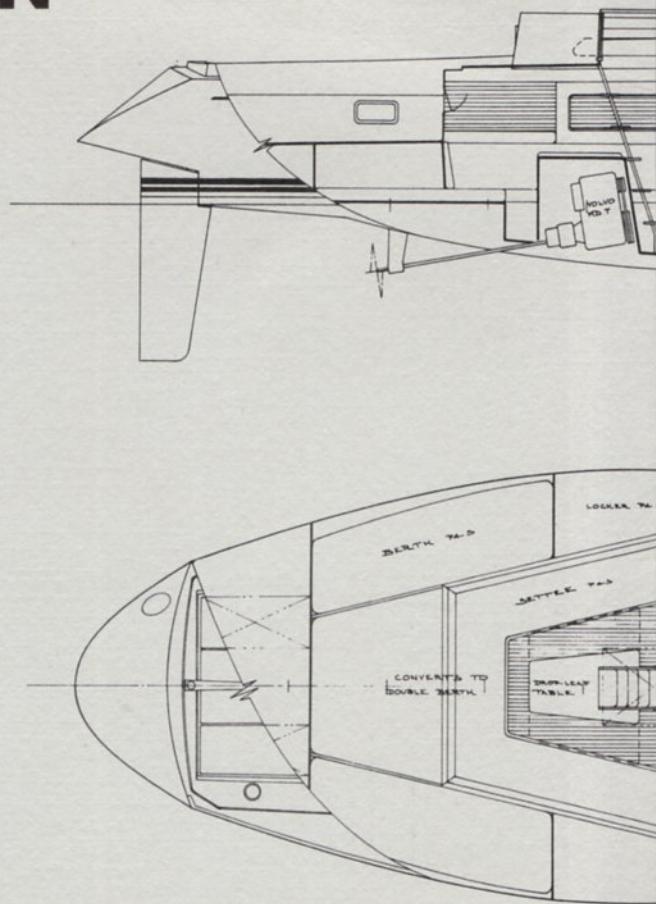
RUDDER

The NY 36's large rudder is placed well aft for good control. It has a 3½" diameter stainless steel tubular stock with reinforcement in the rudder blade. The blade itself is high-density foam encased in a fiberglass shell. The rudder is cast brass; the tiller is laminated wood.

DECK AND DECK HARDWARE

The deck is also 100% hand laid up fiberglass and has a balsa wood core to give it maximum strength in the lightest possible structure. Marine plywood and additional layers of fiberglass are used to reinforce areas where deck hardware is placed.

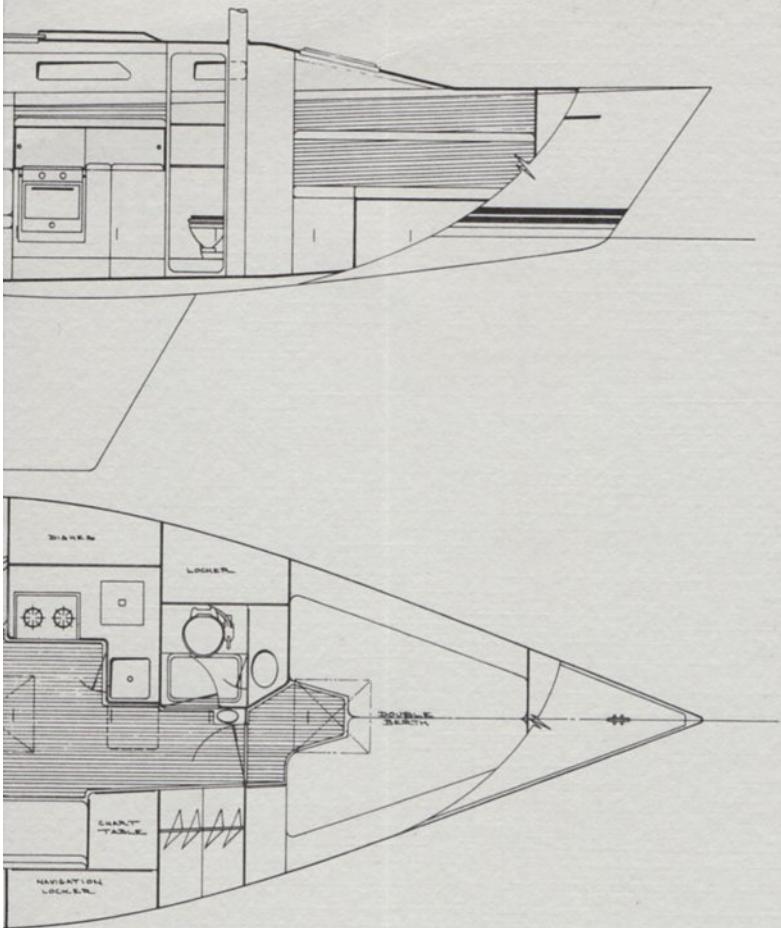
The deck layout, with its wide side decks, large foredeck, and roomy cockpit, meets the needs of



both the racing crew and the family cruiser. An attractive non-skid pattern covers the deck, the cockpit seats, and the cockpit sole to provide good footing. Recessed bench seats keep the cockpit dry and comfortable, and a seahood covers the main hatch to keep it more watertight.

The hardware on board has been carefully chosen for quality and durability. The package includes two genoa sheet winches, two self-tailing running backstay winches, two spinnaker sheet winches, two halyard winches, two sets of halyard stoppers, and fairleads and blocks for all sheets and halyards. All halyards exit the mast and then go to the base of the mast where they lead aft to their respective winches. A roller bearing traveler with control lines is placed on the bridge deck in the forward section of the cockpit. The stemhead fitting is stainless steel and has two genoa tack horns. The stanchions and bow and stern pulpits are welded stainless steel and accommodate double lifelines. The aluminum toe rail has holes every few inches to accommodate snap shackles, mooring lines, etc.

A large tinted plexiglass forward hatch and four tinted plexiglass port lights provide plenty of light for the cabin. Additional lighting and good ventilation comes from opening ports in the forward section. There are also three opening ports in the



ELECTRICAL

A heavy gauge 12-volt ships electrical system is provided along with a heavy duty 12-volt battery. A master electrical control panel is conveniently located in the navigation station. A second battery can be added as an option.

PROPELLION

The New York 36 is powered by the Volvo Penta MD7A 13 h.p. 2 cylinder, 4 stroke marine diesel engine. The raw water cooling system is thermostatically controlled. The reverse reduction gear is also raw water cooled.

The fuel system consists of an injection pump with a hydraulic governor for accurate speed regulation. The engine has an automatic cold starting system. A 12-volt electrical system with complete instrument panel is provided. The panel has a key switch and warning lights for battery charging, water temperature, and oil pressure. It has two extra switches.

The engine, with M.S. gear 1.91:1, weighs 385 pounds. This engine is smooth, quiet, dependable, safe, and economical.

INTERIOR

The New York 36 has a unique interior layout. Most notable among its assets are the fact that its heaviest parts are placed at the boat's center of gravity and that two couples can enjoy privacy while cruising.

The private forward stateroom is conventional in layout, with a long V-berth, a small vanity, and a chainlocker bulkhead forward. The berths are hinged at the hull and lift for easy access to the sail bin below. This bunk/sail bin combination was very successfully used in the Santana 30.

Just aft of this stateroom is a beautifully finished enclosed head compartment. It is equipped with a stainless steel sink, a white formica countertop, and a marine head with a holding tank and a Y-valve so the holding tank can be bypassed. Water to the sink is supplied by a foot pump. The sole is designed to accommodate an optional shower. The bulkheads and trim are beautiful oiled teak.

The main cabin features a galley equipped with a two-burner stove and oven, a large ice chest, a stainless steel sink with a foot-operated water pump, and plenty of storage. The counter is covered with durable white formica and an extension next to the sink adds extra working space. Opposite the galley is a navigator's station complete with lift top table, ample storage and shelving space, and comfortable seating.

Perhaps the most intriguing aspect of this interior is the arrangement of the aft section. A large drop leaf table runs aft of the companionway steps. A

cockpit: one at the forward end and two in each side of the foot well. Two hatches in the cockpit seats open to a large lazarette.

SPARS AND RIGGING

The tall two-spreader fractional rig features a tri-halyard sheave box system for head sail handling efficiency. All halyards are internal and lead aft. The mast, which comes complete with spinnaker equipment, is tapered to reduce weight and windage aloft. Both the mast and the boom are painted white. The boom comes with an outhaul car and track. The combination outhaul/flattening reef has an internal adjustment line and there are two internal reef lines that lock off at the gooseneck.

The standing rigging is stainless steel rod complete with an adjustable backstay. A boom vang, a fixed gooseneck, and plastic conduiting for mast wiring complete the mast package.

TANKAGE

Thirty to forty hours of cruising is provided by a fuel tank of approximately 20 gallons. The water tank holds approximately 20 gallons also. Both are deck filled. The water tank is a rigid plastic tank; the fuel tank is of aluminium. A second water tank can be added as an option.

raised bridge deck in the cockpit provides adequate headroom. The U-shaped seating arrangement makes this a great conversational area, and its location keeps the companionway open. Comfortable padded backrests run the full length of the settee. The section which runs athwartship can be removed to convert the aft section into a large 6'6" double berth. Two elevated 6-foot quarter berths and two large storage lockers also occupy this section.

The cabin's teak cabinetwork and trim are set on a white fiberglass sole and bunk structure. The teak cabin sole and varnished natural wood paneling on the cabin sides add warmth and elegance. The beauty of the interior is further enhanced by a full vinyl headliner that is zippered to allow access to deck hardware.

The cabin is abundant with storage space. There are compartments under the settee berth, behind the backrests, and under the elevated quarter berths.

SPECIFICATIONS

LOA	35'8"
DWL to CL Rudder Stock	29'6"
Beam	11'8"
Draft	6'4"
Displacement	10,000 lbs.
Ballast (Lead)	4,200 lbs.
Sail Area (100% Fore Triangle)	650 sq. ft.

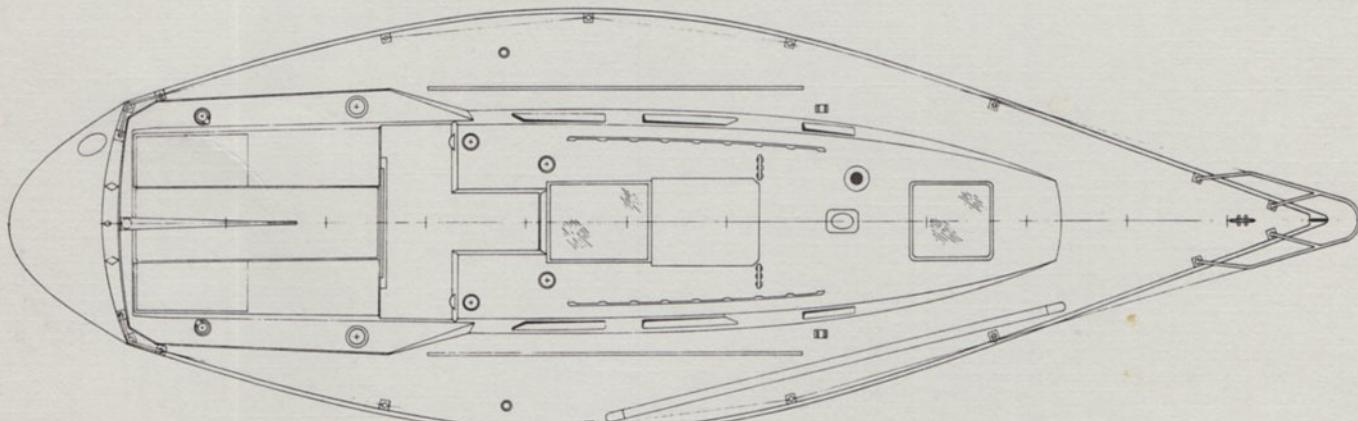
DESIGNER COMMENTS

Compared to my recent one-ton designs, such as Firewater, the 1979 One-Ton North American champion, the New York 36 is a smaller boat with about the same sail area. Consequently, the ratio of sail area to wetted surface is quite high. To obtain good stability, the 4200 lbs. of ballast will be entirely in the keel, while boats like Firewater carry some of their lead inside the hull. The designed I.O.R. rating for the NY 36 is 26.7'.

The fractional rig was explicitly requested by the class organization; to further simplify handling, the spreaders are slightly swept back so that running backstays will not be needed for cruising. For racing, there will be singlepart runners leading to self-tailing winches, to provide the added headstay tension required for competitive windward performance.

The interior arrangement was developed to make two improvements over the standard plan in a boat of this size: a better main cabin seating area; and better weight concentration. The plan retains the usual amenities of enclosed head, galley with sink, icebox and gas stove, and a sit-down navigator's station, as well as providing two double berths. The interiors will be attractively finished, with oiled teak bulkheads and trim, and teak-and-holly cabin sole.

-William E. Cook-



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