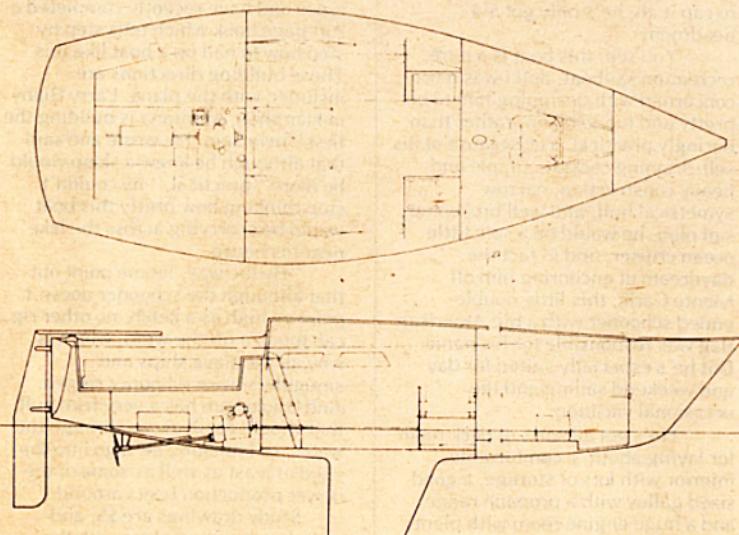


LOA 29'11" / LWL 25'0" / BEAM 11'3/4" / DRAFT 5'9" / DISPLACEMENT 6,135 LBS. / BALLAST 2,700 LBS. / SAIL AREA 456 SQ. FT.



by Robert Perry, N.A.

## Spit-In-The-Eye From Pearson

Here's another design spitting in the eye of the IOR. Pearson introduced the Flyer at this year's Annapolis show and by all reports it sails well and will sell if it sells well. The concept is similar to the "J" series. Keep it light, keep it simple and give it a big rig. The idea of course is to establish the Flyer as a one-design class.

Pearson has thoughtfully provided a midship section for the Flyer that reveals a low wetted surface shape with a narrow beam at waterline and plenty of flare to the topsides for stability. The displacement to length ratio of the Flyer is a modest 175, which makes this design not quite an ultra-light displacement boat, by my standards. Stability is further enhanced by hanging the lead keel under a deep molded in sump. With no Coast Guard flotation to worry about, there is no reason that stability should not be increased. It is one of my only objections to the IOR that tenderness was an attribute and stability was penalized.

There is no bustle to the Flyer and the fairbody is free of skegs and ancillary appendages. The rudder is an unbalanced, outboard spade type. I would imagine that you will have to pay attention to what you are doing while sailing the Flyer because the feel and performance will be similar to a big dinghy. I blew it at the Annapolis show. I was offered a ride on the Flyer and I got distracted and missed the boat.

The rig of the Flyer is big enough to give a sail area to displacement ratio of 21.77, and the beamy hull should carry this with ease. This rig will allow the owner to carry one or two jibs for cruising and three at the most for serious racing. This again is the appeal of the fractional rig. Note that the spreaders have been slightly swept aft to help

reduce the need for running backstays. I do not see any running backs drawn on the Flyer so I will assume that they solved the problem. Personally, running backs are simple to use and I would like to see them on this design. The Flyer comes ready to race with the exception of sails. This includes a mainsheet system and traveller by Harken. The Harken backstay adjuster is also standard.

The interior of the Flyer is not everyone's idea of cruising comfort but it is certainly adequate to spend a few days harbor hopping. I do have one complaint. There is no standing headroom, so why all the freeboard. Studying the sail plan of the Flyer, it is evident that the boat carries a lot of freeboard. If you are going to have to sit to be comfortable below all you need is 36" above the settee/berth flats. This is more than enough room for people under 6'5" tall.

It appears that the Flyer has more than sitting headroom but not enough for standing headroom. It's the crouch position that's hard on one's back. Sketching and measuring on the midship section of the Flyer, I come up with 42" above the berth flat. The drawings show clearly that the berth flat is at DWL. I'm not trying to aggravate Mr. Shaw and the other designers at Pearson, but it is fun with hindsight to sit back and modify the designs of others. Remember, dear reader, that with the new editorial policy concerning reviews, if the boat appears in this section of the magazine it must have many areas of merit to begin with.

The auxiliary for the Flyer is a 7 horsepower BMW diesel. Cockpit space and uncluttered deck space will combine with speed and power to make the Flyer a boat for discerning sailors.

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