



# PRECISION 23

*By Precision Boat Works*

## SPECIFICATIONS

LOA	23'5"	DRAFT: BD UP	1'11"
LWL	20'0"	BD DN	5'4"
BEAM	8'6"	SAIL AREA	248 SQ FT
DISPLACEMENT	2450 LBS	MAST HT ABOVE DWL	33'4"
BALLAST	850 LBS	DESIGNER	JIM TAYLOR



## Design Comments

With today's medium sized family cars, the Precision 23 might well be termed a "maxi-trailerable". The 23'5" overall length and 8'6" beam far outstrips existing boats in terms of usable space, both on deck and below. Special emphasis has gone into giving the Precision 23 her particularly bright and uncluttered interior, with bulkheads intentionally trimmed back to avoid subdividing the visual space. The typical intrusive mast compression post is replaced

by a rugged overhead support beam. The especially large companionway, cabin windows and forward hatch contribute to the feeling of light and open space. The double berth forward is generous, and there are full sized berths aft which will accommodate three, although the expectation is that she will be cruised most often by a family or perhaps two couples.

A space for portable head is forward, and the fixed galley is aft, where it is convenient to both cabin and cockpit. Cushioned backrests amidships provide comfortable seating for up to six.

The Precision 23 hull represents a very careful refinement of the basic form that has proven so successful in all of our

trailerable cruisers. Lively performance, reliable handling, and high stability are the hallmarks of these designs, which feature a "racer sharp" waterline entry, substantial flare in the topsides forward, and powerful quarters that taper to a shapely and relatively small transom. This precise combination of features avoids the trim and handling problems that less well balanced hulls suffer when heeled, and it provides a reassuring margin of both reserve buoyancy forward and "knockdown stability".

For trailerable boats, winged keels are more of an inexpensive expedient than a sensible design. In order to be effective with the very shallow draft required for trailering, the wings have to be so broad as to be awkward and prone to damage at



the launching ramp, and very difficult to work free from the inevitable mud banks! This leaves the well-proven keel/centerboard combination as the most practical solution for combining upwind efficiency with very shoal draft. The long shallow keel, kick up rudder, and noncorroding fiberglass centerboard of the P-23 (all high lift NACA foil sections) are all essential to her remarkable upwind performance. The fixed portion of the keel not only houses the board completely below the cabin sole, but it also allows the ballast to be placed as low as possible for increased stability. At only 85 pounds, the board itself does not form a major portion of the ballast, so that stability is not dangerously reduced when it is retracted, and it can be easily raised and lowered by

hand, with no need for a troublesome winch.

The simple fractional rig of the Precision 23 features chainplates placed well inboard, another vital ingredient to her impressive speed to windward. Her mainsail is very large in order to provide good performance without the jib when desired, a big advantage when in a crowded anchorage or when shorthanded. The cockpit is 7'3" long with coamings high enough to keep the crew securely inside, and the low and sleekly styled cabin house provides excellent visibility forward. Both seats and coamings are precisely angled for maximum comfort both upright and heeled, the result of very careful ergonomic design development. There is an anchor

locker forward, a fuel tank storage bin to port, and a large cockpit locker with storage shelf to starboard.

Precision Boat Works is one builder who understands what makes sailing fun, and they remain committed to small, simple boats. Their Precision 23 is a carefully thought out, meticulously detailed and very carefully constructed trailerable cruiser whose "maxi" interior and lively performance can get sailors excited all over again! *Tim Taylor*



# Standard Equipment

## Hull & Deck

Hand Laminated  
ISO/NPG Gelcoat Finish  
Vinylaster Resin Skin Coat  
Bonded & Through Bolted  
Hull/Deck Joint  
Molded In Non-Skid  
Internal Lead Ballast  
Anchor Locker On Deck  
Molded Toe Rails  
Opening Forward Hatch  
Inboard Chainplates  
Fiberglass Companionway Hatch

4 Six Inch Cleats  
SS Bow & Stern Rails  
6 Stanchions & LL  
SS Bow Eye  
Waterline & Sheer Stripes  
Teak Handrails  
2 Fixed & 2 Opening Ports

## Cockpit

7'3" Self-Bailing Cockpit  
Ventilated Fuel Tank Locker  
Sail Locker  
Laminated Ash & Mahogany Tiller

Kick-up Rudder Blade

## Cabin

Structural Grid Interior Liner  
Fabric Covered Cushions  
5 Berths  
Backrest Cushions w/Shelves

Shelves Outboard of Settees

Shelves Over V-Berth  
Head Area Forward of Bulkhead  
Privacy Curtain  
Teak Bulkheads  
Pivoting Nav/Dinette Table  
Plush, Woven Cabin Headliner

## Galley

Molded Galley Unit  
SS Sink w/Manual Water Pump  
Dishrack & Wastebasket  
Ice Chest w/Teak Step  
Two Burner Alcohol Stove

## Electrical

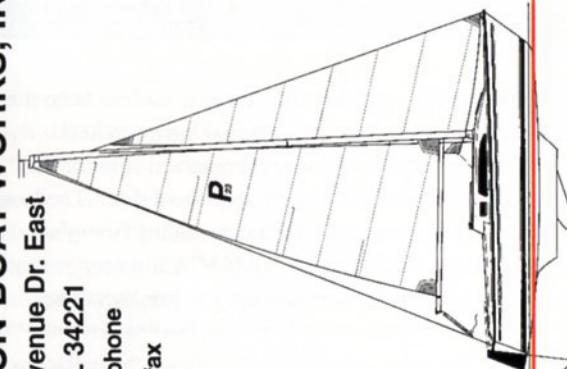
12 V Electrical System  
Fused Switch Panel  
5 Interior Lights  
Navigation Lights  
Mast Head Anchor Light  
Battery Box

## Spars & Rigging

Anodized Mast & Boom  
4:1 Harken Mainsheet System  
Genoa Winches & Handle  
5" Genoa Track w/Cars  
Dacron Running Rigging  
Split Back Stay  
Open Body Turnbuckles w/Toggles  
Topping Lift  
Hinged Mast Step  
SS Standing Rigging  
Jiffy Reefing w/Reef Points  
Mainsail & 110% Jib

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