



# 11.0A

JOHNSTON YACHT SALES  
2312 NEWPORT BLVD.  
NEWPORT BEACH, CA 92663  
714/675-1393

11.0METER/AFT COCKPIT



# 11.0 METER/AFT COCKPIT 11.0A

## COMMAND PERFORMANCE

When we designed the 11.0A, we demanded she be roomy, responsive, trustworthy, and luxurious. A commanding size, with a commendable flair for performance.

But the vigor she supplied far exceeded our demands.

In ragged seas and gale force winds, the 11-meter turned out to be tenacious and fiercely loyal to her crew. Yet even in the lightest of air she's close-winded and quick to accelerate. Thanks to an efficient hull design and powerful rig. Substantial ballast and a broad beam keep her sure-footed as the winds increase. Clean hull lines and forefoot for a fine entry. Skeg-on-rudder contributes to a light helm and off-wind stability. Shrouds placed well inboard improve her pointing ability and open up wide clear walkways. Add to that a keel stepped spar with air-foil spreaders, internal halyards and boom gear, and the 11-meter becomes a formidable cruiser at your command. Ample freeboard, unique deck design, and custom built-in bulwarks keep her dry, comfortable, safe, and highly functional. Deep cockpit lockers engulf an abundance of gear, and an anchor locker forward keeps decks clear and accessible. There's even a confidence-inspiring 3-cylinder 35 h.p. Volvo diesel that comes standard.

But don't get the idea that the 11.0A demands an extensive crew to handle her. She's easily tamed by two. Edson pedestal steering and all sail control lines leading aft enhance her handling ease. So does standard equipment like Lewmar winches. Running gear by Harken, Schaefer, and Nicro Fico. North sails. And the S2 assurance of great spirit under sail through uncompromised quality in workmanship.

While she's obedient and responsive above, below decks the 11-meter could easily take command of your senses. With liveaboard comfort that makes the yen for another day, a new horizon, seem almost overpowering. The expanse of warm mellow teak and the rich cushioned lounge and settees lend a distinct feeling of fine furniture. Everything from the hand-caned cabinet fronts, to the large hanging locker and deep drawers exhibit the discernible craftsmanship that only S2 Yachts can provide. We built in sleeping, dining, and diversions for a crew of 7. A complete U-shaped galley and adjoining dinette, with serving shelf between. A very complete navigator's station. Private head with vanity and hot-water shower. And there's storage

space to smuggle aboard a crew's worth of gear.

We know it's hard to choose between a yacht that's luxurious and one that's wind-wise and highly responsive. That's why we built the 11.0A.

To put you in command of both.

### STANDARDS:

**HULL & DECK** Hand-laid fiberglass hull, hand-laid fiberglass deck w/balsa core end-grain sandwich construction, custom non-skid decks and sole, anti-fouling bottom paint, teak benthards weather-grooved & stacked, anchor locker forward w/drains, Edson pedestal steering, 36" s/s wheel, pedestal-mounted controls, 5" compass on pedestal (Ritchie), pedestal guard, cockpit scuppers, cockpit-controlled gusher bilge pump.

**CABIN** Weather-tight bronze smoked main cabin windows, 1 forward hatch, 1 midship hatch, companionway hatch w/storm cover, 4 opening ports w/screens, teak & holly floor, fabric-covered foam bunk cushions, teak dinette table, solid teak trim & bulkheads, interior lights, captain navigation table w/fold-out top, chart storage, & electronics mounting area.

**GALLEY** Color-coordinated U-shaped galley, double deep sink, pressure water system w/hot water heater, gimballed alcohol two-burner stove w/oven & storage below, insulated 9 cu. ft. icebox w/cover, utensil trays, 4 drawers, large dry storage bin w/shelf, cane-front cabinets, below sink storage, double access cabinet above sink, recessed shelves w/acrylic sliding doors.

**HEAD** Head w/deck discharge, holding tank, shower, vanity w/ s/s sink, 87 gallon fresh water tank, 3 storage areas w/cane-front doors.

**STORAGE** 4 large underberth lockers, large storage areas behind backrest, large hanging locker forward next to 3 deep built-in drawers, 2 cane-front storage cabinets above quarter berth, 2 storage areas & 2 drawers in navigator's station, 3 storage compartments in forward cabin, 3 rugged cockpit lockers w/ s/s piano hinges.

**SAILS** North mainsail w/double reef, North 100% working jib, black mainsail cover.

**SPARS, RIGGING & FITTINGS** 2 #40 2-speed Lewmar genoa sheet winches, 1 #16 2-speed Lewmar genoa halyard winch, 1 #8 single speed Lewmar main halyard winch, 2 standard lock-in handles, Nicro Fico main sheet traveler w/pin stops, 2 14' x 1 1/4" Schaefer genoa tracks, 2 genoa track cars & snatch blocks, 6:1 Harken main sheet system, Schaefer exit and cheek blocks (halyards), Schaefer 7" black cleats (halyards).

Schaefer 4:1 cunningham system, Nicro Fico tack snap shackle, 2 Schaefer 7" black cleats (sheets), 4 mooring cleats (12"), heavy duty s/s chain plates & polished stemhead fitting, 1/4" lower shrouds 1 x 19 s.s. cable, 5/16" upper shrouds 1 x 19 s.s. cable, #8 1/2" turnbuckles w/toggles on lower shrouds, #10 1/2" turnbuckles w/toggles on upper shrouds, internal halyards (standard rope to wire), fixed topping lift, 2 internal reef lines w/horns, internal outhaul w/5:1 mechanical purchase (Schaefer), fixed gooseneck, air foil spreaders — single rig, main halyard, main sheet, genoa halyard, genoa sheets, topping lift, reef line.

**SAFETY** Double bow pulpit, double stern pulpit, double lifelines w/8 stanchions, pelican hooks, anchor light, international rule lights, master switch and breaker panel, emergency tiller, brass seacocks on all through-hull fittings, 17' non-trip teak cabin top handrails.

**POWER** Volvo 35 h.p. diesel w/pedestal controls, 3 batteries, 50 gallon fuel tank, shore power w/cable, engine compartment lights.

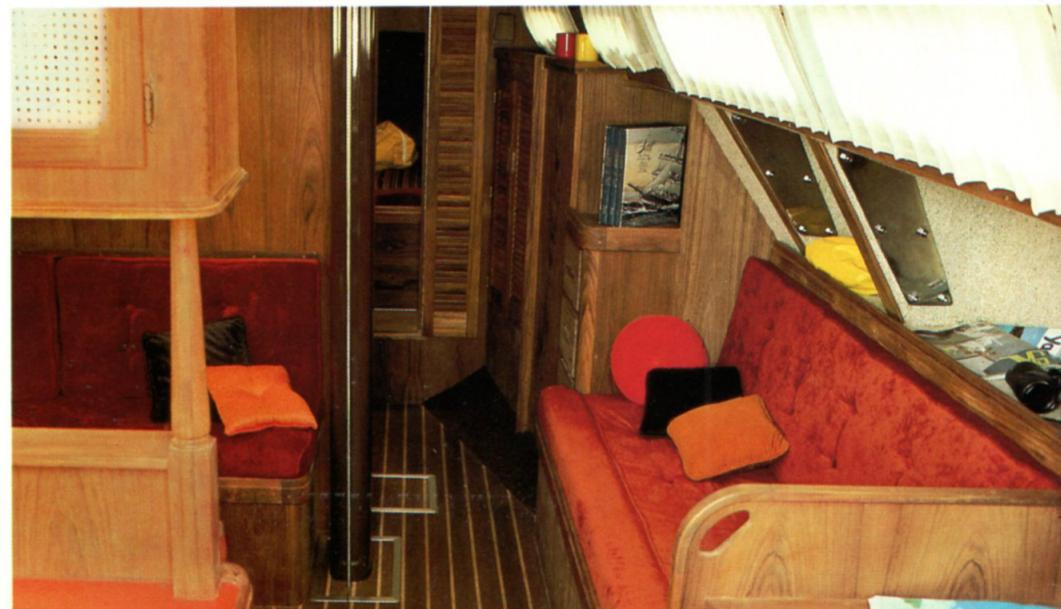
### MAJOR OPTIONS:

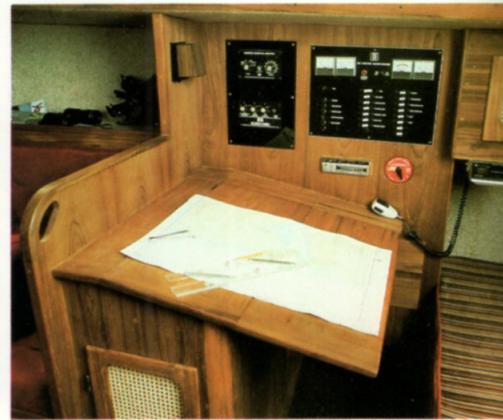
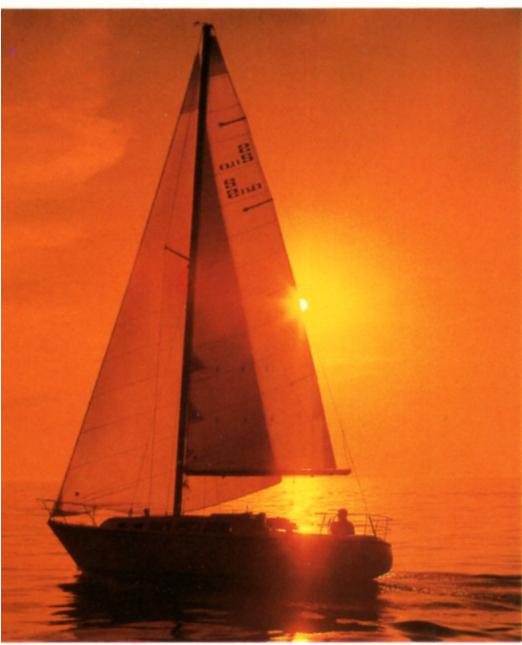
Volvo Penta S-Drive (in lieu of Volvo standard engine), 110V cabin heater, refrigerator, Lectra/San head, dodger, custom companionway spray hood w/window, Seafurl system — 140% furling genoa w/cover, selection of North sails.

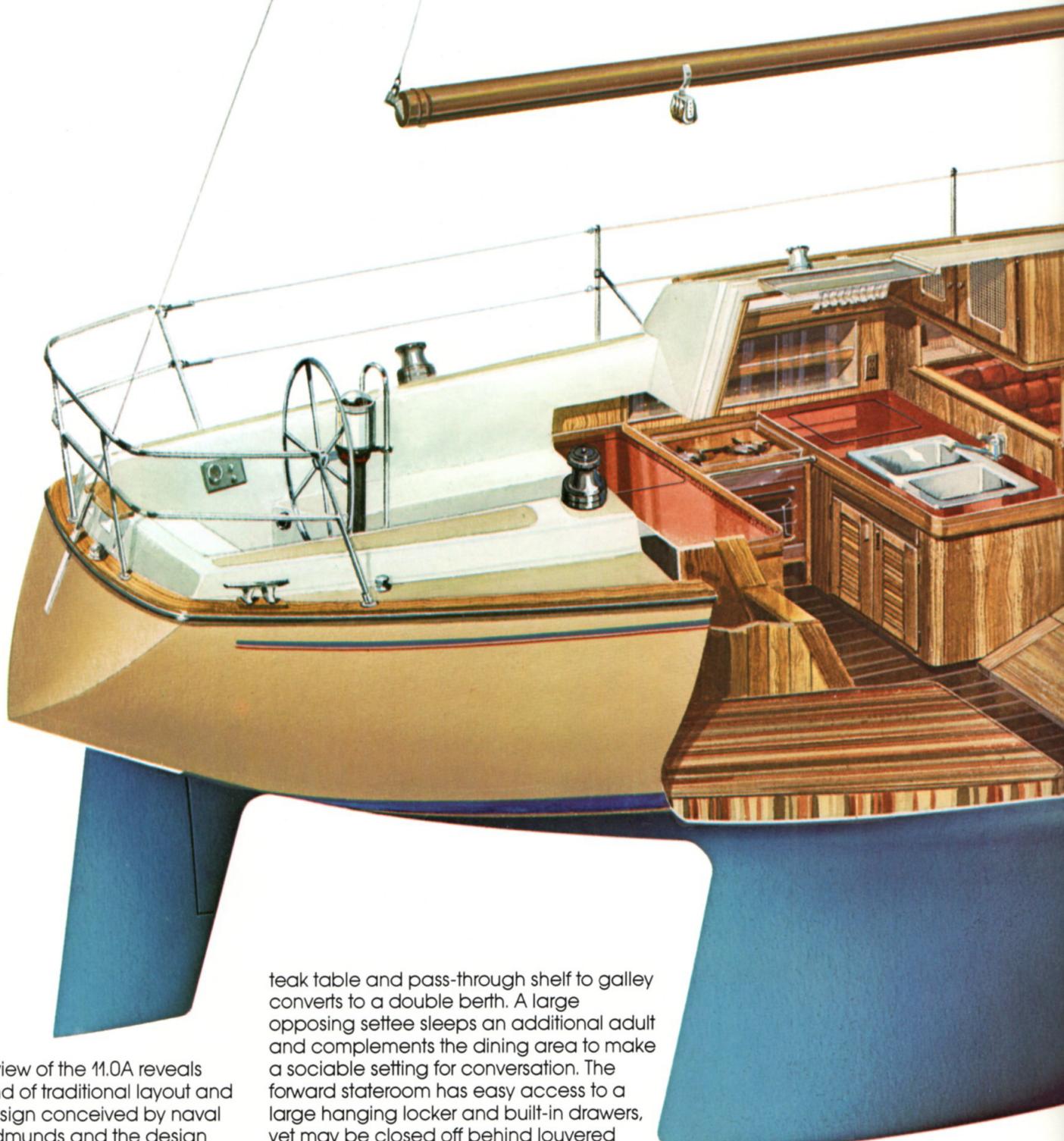
### COLORS/INTERIORS:

**HULL/DECK:** White hull & deck, black boot (standard)/Sungleam hull & deck, brown boot/Khaki hull, white deck, blue boot/Chocolate hull, white deck, white boot/Red hull, white deck, white boot. Non-skid colors: Camel or Khaki.

**COORDINATED INTERIORS:** Nine distinctive combinations with Scotch Guarded fabrics.

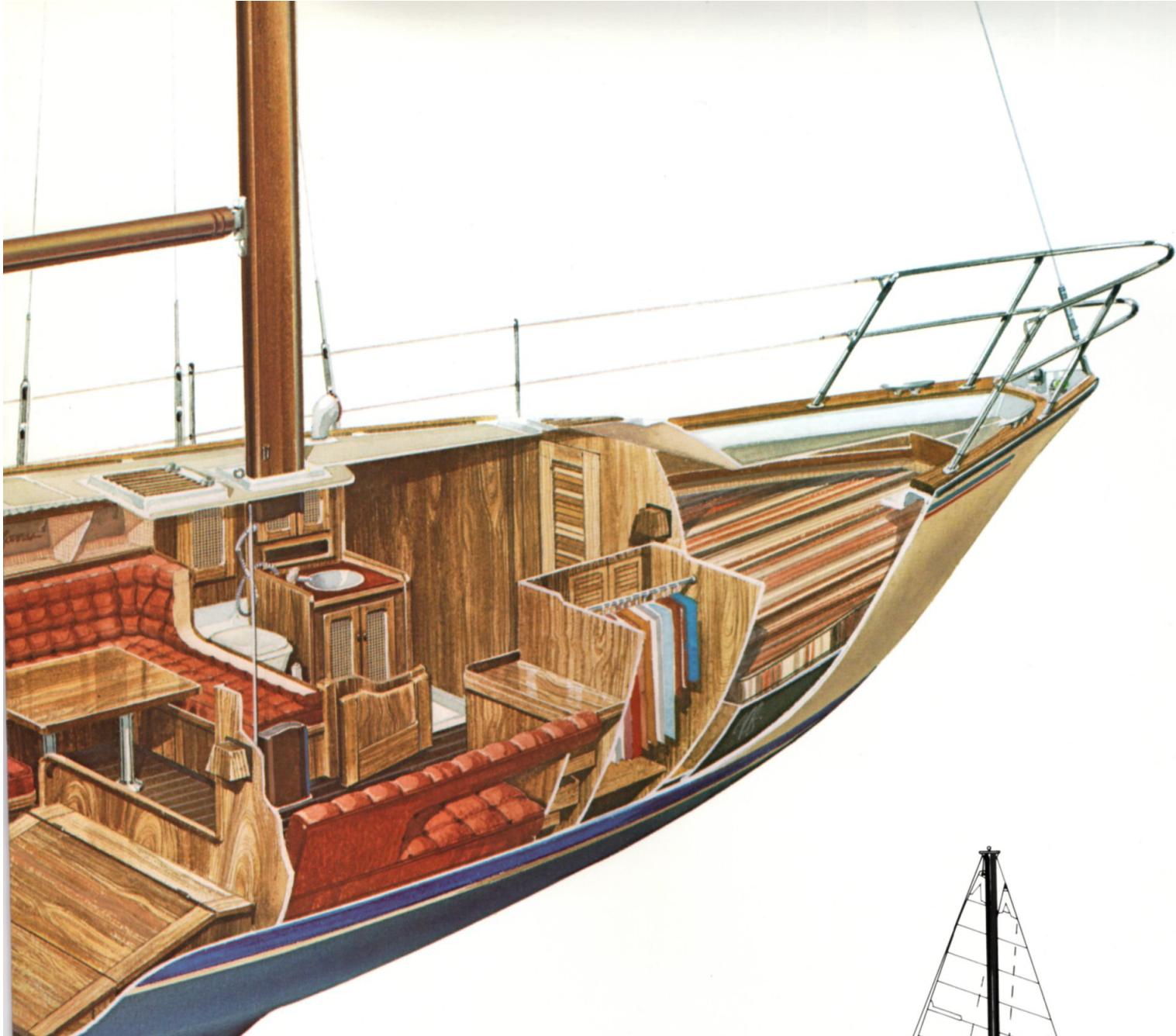






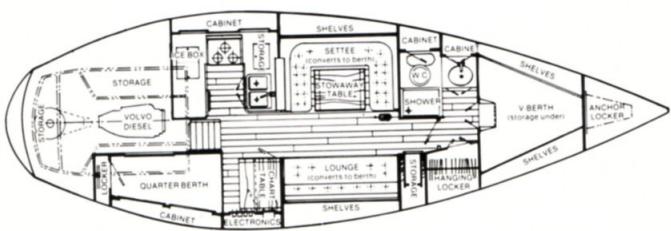
A cutaway view of the 11.0A reveals the beautiful blend of traditional layout and contemporary design conceived by naval architect Arthur Edmunds and the design group at S2. To port is an efficient U-shaped galley with stainless steel sink, pressurized hot and cold water system, gimballed stove with oven, and generous storage areas, highlighted by hand-crafted cabinetry and low-maintenance formica. The modern navigator's station opposite includes control panel, fold-out teak chart table, radio area, and storage. An extra large quarter berth provides generous sleeping space for an adult or two children. Midships, the plush dining area with

teak table and pass-through shelf to galley converts to a double berth. A large opposing settee sleeps an additional adult and complements the dining area to make a sociable setting for conversation. The forward stateroom has easy access to a large hanging locker and built-in drawers, yet may be closed off behind louvered teak doors. The private head to port includes shower and sink with hot water, custom vanity with hand-caned teak cabinetry and formica countertops. Storage abounds throughout the 11-meter, with easy-access compartments under berths, and lockers, cupboard space, and shelves of ample proportions. Low-maintenance formica and designer fabrics combine with traditional sea-hardy teak for an interior that's geared for minimal maintenance and maximal enjoyment.



#### SPECIFICATIONS:

L.O.A.	11.0m 36'0"
D.W.L.	28'3"
Beam	4'11"
Draft	5'6"
Shoal Draft	4'6"
Displacement	15,000 lbs.
Ballast Lead	6,000 lbs.
Sail Area	625 sq. ft.
Mast height above D.W.L.	49'0"
Headroom	6'3"
Cockpit length	9'0"



## THE DYNAMICS OF A PLEASURABLE SAIL

When Leon Slikkers founded S2 Yachts in 1973, he made quality the catchword of S2 philosophy. In his 30 years of designing and building award-winning boats, he'd discovered quality was responsible for a lot of things. Performance. Design integrity. Sailing satisfaction.

That's the reason we build the entire S2 line according to the strictest design and construction standards. With the S2 instinct for innovation and a practiced eye for flattery. We do it to give you responsiveness, stamina, and spirited performance.

We do it to challenge the legacy of sailing.

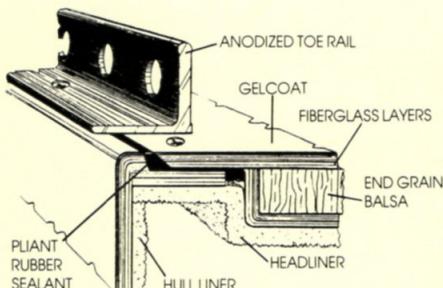
## A SLEEK FINISH BELIES A TOUGH CONSTITUTION

Smooth sailing begins with a smooth finish. That's why all of S2's hand-laid hulls begin with a tough gelcoat laid on a scrupulously clean, polished mold. The smoothness that results is no accident. The wooden "plugs" from which the molds are made are hand-sanded and polished to perfection, because the slightest flaw in the mold will surface as an imperfection in the final finish.

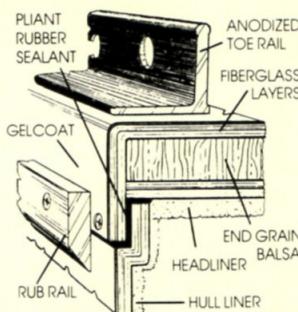
The exceptional gelcoat and tough finish don't end there. Because an S2's integrated keel takes shape as a continuation of her hull. With no breaks or bolts to create a stress point... just an integrated hull-to-keel contour with the right amount of ballast to keep her responsive in all wind conditions.

Because a ship's interior has to stand up to passengers, we made interior structures just as strong. Bulkheads and galley units are precision-cut and hand-worked, then glassed in place for additional strength... to make pretty surfaces pretty tough underneath, as well as sturdy and wear-resistant.

For a quiet sanctity below decks (one of the true luxuries of sailing), we put in a balsa core deck. It's a balsa and fiberglass sandwich construction in which end-grain balsa is glassed in place to create a kind of giant supporting beam. It keeps the deck rigid, while taking advantage of the insulating properties of balsa.

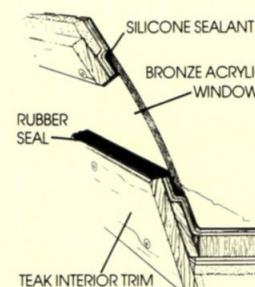


To keep a snug marriage between hull and deck, S2 Yachts came up with two rather innovative construction techniques. On the 7.3, and the 11.0, we designed a joint that guarantees rigidity over a large deck span and drastically minimizes the possibility of leakage. It's the horizontal lap joint... a fiberglass lip all the way around the inside of the hull that acts as a "platform" to reinforce the deck, keeping hull and deck members stiff and secure. For extra joint integrity, we fasten it with stainless steel machine screws, not pop rivets, and seal it against leakage with a pliant rubber caulk.



On the 6.8 and both 8.0 models we did things a little differently. With the improved ship-lap joint, we used not just one 90-degree angle to assure a tight fit, but two. That guarantees extra hull rigidity. It's fastened with stainless steel machine screws and sealed against leakage.

Exclusively at S2 Yachts, all windows are set in a resilient silicone sealant. For safety's sake, it makes the glass surface stronger and does away with exposed thumbscrews, nuts, and bolts that can snag passengers. The sealant also eliminates water leakage.

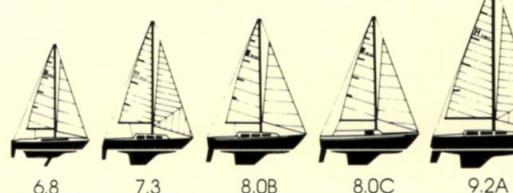
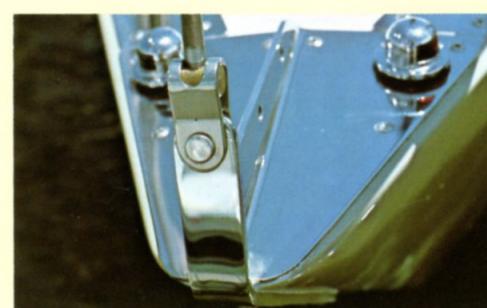


## A NOT-SO-STANDARD APPROACH TO FITTINGS AND RIGGING

An S2 embarks with complete running gear from the very start. With only the best of everything. Her spars are the finest available. And every S2 is equipped with internal halyards for optimum performance and easy handling. All lines lead to the cockpit, and heavy stainless rigging and turnbuckles come standard. So do Kenyon travelers, Lewmar winches, Schaefer and Nicro Fico hardware, and a long list of other top-brand fittings. With North sails to haul a breeze, she's on her way.

We approach all fittings with the same policy: fasten them according to a standard beyond any expectation of stress or wear... with through-bolting on all members. We even extend the chain plates through the deck and bolt them with back-up plates into the bulkheads.

Of course, we wouldn't be so meticulous about attaching fittings and gear if they weren't the best to begin with. And if we can't find a fitting to satisfy S2 standards, we build it ourselves.



## PRACTICALITY SAILS IN STYLE

The interior of an S2 yacht is enticingly roomy, cozily comfortable, and luxuriously practical. Take the plush new solid and striped fabrics, stainless steel trim, and formica countertops. Everything that goes into an S2 is carefully selected for beauty and coordination... with colors that harmonize, textures that compliment and enrich.



We build them with the same construction and engineering standards that govern exterior design. Take a look at the solid teak trim and joinerwork that combine natural wear-resistant beauty with the finest in craftsmanship and detail. You'll see our interiors aren't just tough and attractive. They stay tough and attractive with a minimum of care.

S2 comfort and beauty speak for themselves. So to carry practicality one step further, we put in loads of storage space — out of sight, but not out of reach — and made sure there was plenty of people room, too. With comfortable cushioned berths and settees, dinettes, and provisions for extended cruising that make S2 yachts as hospitable as they are primed to sail.

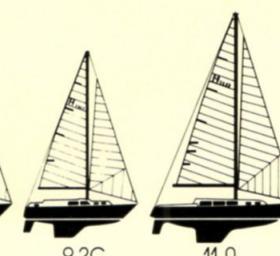


Stop by and visit S2 Yachts' modern new facility. You'll see the makings of the best boat experience can build. And some of the reasons why sailing an S2 is the smoothest thing since summer.

This brochure is based on product information current at the time of publication. Some boats pictured may show equipment other than standard. Because of continuous product improvement, S2 Yachts Inc. reserves the right to change specifications, equipment, and color schemes or discontinue models at any time without notice or obligation.

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