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7.3 METER

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# 7.3 METER 7.3

## THE SHOW-OFF

We set out to make the 7.3 a comfortable mid-sized sailing yacht that could bridge the gap between 22- and 26-foot models. (And maybe steal a little thunder from both sides).

We didn't know she'd steal the show.

But the 7.3 turned out to be something of a maverick in her class. Because she wouldn't settle for in-between. And neither would we. Oh, we kept her intermediate size. That, after all, is what makes what we put into the 7.3 so remarkable. A full 6'10" contoured cockpit that seats a daytime crew of 8. Comfortable sleeping room for 4 in a plush teak and new striped fabric interior. Generous underberth storage that makes up through smart planning what bigger boats accomplish just by being big. (And not so clever). And a trim, lively shape that makes her the picture of grace in motion.

Funny thing, though. For all her independence, her spunk and vigor, the 7.3's regal profile bears a striking resemblance to that of her elegant 30-foot sister, the 9.2A.

That alone might be a tough act to follow, if the 7.3 weren't the result of S2's sober approach to sailing construction and design. We built her with the same tough constitution and sailing stamina we demand from all our sailboats. A tough gelcoat on a 100% handlaid hull. A balsa core deck for rigidity and strength across her wide 8-foot beam. She's stable and easy to command. Fitted out and rigged for prime efficiency with some of the toughest customers a stiff wind ever tried to take advantage of. Standard black anodized spars and internal halyards controlled from the cockpit. Lewmar winches. Samson lines. North Sails. And with optional shoal keel, she's easy to trailer and launch. All in all, she's a spunky little competitor with a flair for showmanship.

Which brings us back to the reason the 7.3 came to be. We aren't really going to spell it out.

But when you step aboard this remarkable 24-footer that trailers like a small boat, accommodates like a big boat, and satisfies the sailing urge like no other boat, we think you'll know.

### STANDARDS:

**HULL & DECK** Hand-laid fiberglass hull, hand-laid fiberglass deck w/balsa core sandwich construction, non skid decks & sole, contoured cockpit backrests & seats, cockpit scuppers, black anodized toe rail track, teak bentboards grooved & stacked w/lock, H & L laminated tiller capped with S/S to spade rudder.

**CABIN** Clear 3/4" acrylic foredeck hatch double-hinged & dogged, 29" x 28" x 1/2" acrylic translucent sliding companionway hatch, fabric-covered foam bunk cushions, removable rubber-backed carpeting, solid teak trim, bronze acrylic main cabin windows.

**GALLEY** Cabinetry with two storage doors and area for future sink, stove & icebox.

**HEAD** Privacy area for future head w/bunk extension cover.

**STORAGE** Two large cockpit lockers, six large under berth storage lockers, two storage lockers, forepeak sail locker with teak door, backrest cushions w/storage lockers.

**SAILS** North working sails w/jiffy reefing, Cunningham.

**SPARS, RIGGING & FITTINGS** H.D. S/S chain plates & polished stemhead fitting, Marinum cleats, Schaefer and Nicro Fico hardware, Schaefer genoa gear complete, Lewmar #7 genoa winches w/handle, black anodized spars w/internal cockpit-controlled halyards, Kenyon roller traveler with 4 to 1 mainsheet, Samson yacht braid sheets & halyards, Johnson turnbuckles, hinged mast step.

**SAFETY** S/S Bow pulpit, thru bolted, lifelines w/S/S stanchions, thru bolted w/pelican hooks, 7' long recessed teak handrails with S/S supports, lighting package w/master switch.

### MAJOR OPTIONS:

Inboard auxiliary motor (OMC sail drive 15 h.p.), S/S sink w/hand pump & 15 gal. poly. tank, portable or deck discharge head, stereo - 12V AM-FM stereo 8-track, S/S stem pulpit, teak & holly floor in salon area, hinged bi-fold dinette table, dockside power.

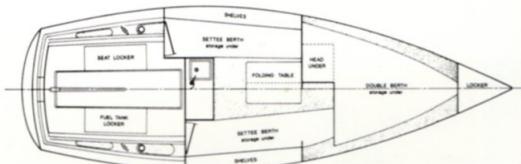
### COLORS/INTERIORS:

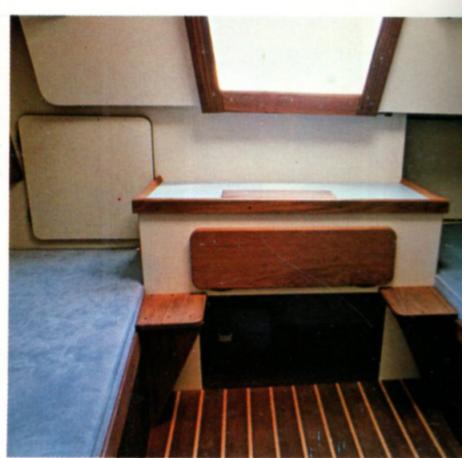
**HULL DECK:** White hull & deck, black boot (standard)/Sungleam hull & deck, brown boot/Khaki hull, white deck blue boot/Chocolate hull, white deck, white boot/Red hull, white deck white boot. Non Skid colors: Camel or Khaki.

**COORDINATED INTERIORS:** Blue or Rust.

### SPECIFICATIONS:

L.O.A.	726cm	23'10"
D.W.L.		18'6"
Beam		8'0"
Draft:		
Shoal Draft		2'10"
Deep Draft		4'0"
Displacement:		
Shoal Draft		3,250 lbs.
Deep Draft		3,250 lbs.
Ballast Lead		1,300 lbs.
Sail Area		251 sq. ft.
Mast Height: Above D.W.L.		31'8"
Headroom		5'0"
Cockpit Length		6'10"





## 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 flatness. We do it to give you responsiveness, stamina, and spirited performance.

We do it to challenge the legacy of sailing.

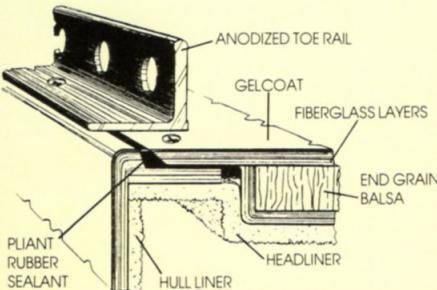
## A SLEEK FINISH BELIES A TOUGH CONSTITUTION

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.

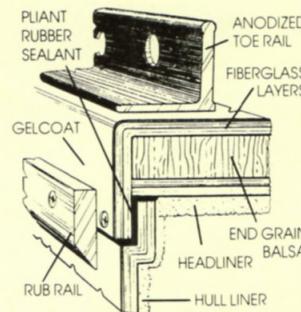
The exceptional gelcoat and tough finish don't end there. Because an S2's integrated keel takes shape as a continuation of her hull. With no breaks or bolts to create a stress point... just an integrated hull-to-keel contour with the right amount of ballast to keep her responsive in all wind conditions.

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.

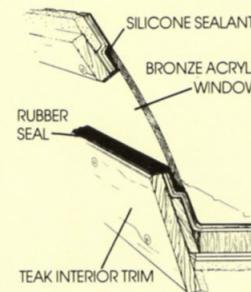


To keep a snug marriage between hull and deck, S2 Yachts came up with two rather innovative construction techniques. On the 9.2's, the 7.3, and the 11.0, we designed a joint that guarantees rigidity over a large deck span and drastically minimizes the possibility of leakage. It's the horizontal lap joint... 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.

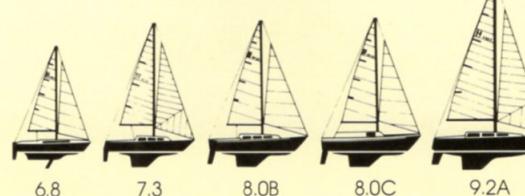
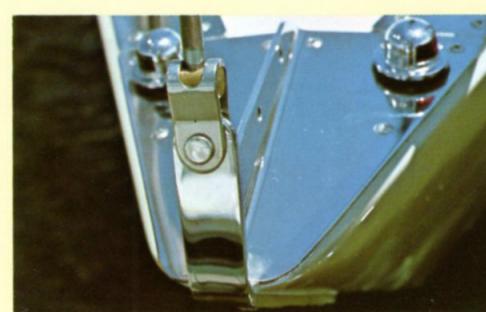


## A NOT-SO-STANDARD APPROACH TO FITTINGS AND RIGGING

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 hail 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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