

S2 YACHTS

8.5A/AFT COCKPIT



S2 YACHTS 8.5A: SAILOR'S CHOICE

Experience tells us most people really want two things in a 28-footer: a big sailboat and a small one. Cruising capability with the simplicity of a daysailer. Liveaboard luxury with minimal maintenance. And most of all, sailing ability that's not only exciting, but easy to control.

That's why we designed the 8.5 to be a swift, reliable, responsive 28-footer that's easily sailed by two. Or a family. Or a crew of friends. With a sensible aspect ratio that gives her speed without sacrificing control. And performance features like a roomy Y-shaped cockpit with all controls leading aft. Internal halyards. An internal reefing system and outhaul. Inboard rig. A new Kenyon mast and boom system. Complete sailaway rigging, backed by OMC Sail Drive or Yanmar diesel. (Or a choice of four other power options). Wide, clear walkways and tough non-skid decks. Big-boat extras like custom stainless steel fittings and trim. Standard bow and stern pulpits and lifelines. Recessed teak handrails. And an accessible flush-mounted anchor locker. Of course, she's built, fitted and rigged according to S2's uncompromising standards. Which makes her as sound as she is easy to sail.

Below decks, she's a trim, orderly daysailer, and a lavish cruising yacht. There's sleeping room for five. A quarter-berth, forward V-berth with translucent forward hatch, and two sociable three-seater sofa/berths that entertain by day, fold down by night. A handsome teak dinette table that folds up out of the way. Galley with stainless steel deep sink, double burner alcohol stove, and large icebox. A full cabin-width head with two opening ports with screens. Plus ample storage throughout. With teak bulkheads and trim. Nubby striped fabrics in three popular colors. Woven-wicker cabinet fronts. All deceptively easy to care for. And obviously beautiful.

Before, when you chose a sailboat, you had to decide between less than you'd hoped for and more than you could handle.

With the 8.5, you don't have to.

STANDARDS:

HULL & DECK Hand-laid fiberglass hull, hand-laid fiberglass deck w/balsa core sandwich construction, horizontal hull/deck joint w/rubrail, non-skid decks & sole, cockpit-controlled gusher bilge pump, black anodized toe rail track, H&L laminated tiller steering capped with S/S head, teak bentboards grooved & stacked w/lock, two cockpit scuppers w/gravity drain.

CABIN Bronze acrylic main cabin windows, two opening ports w/screens, clear acrylic foredeck hatch double hinged & dogged, acrylic translucent sliding companionway hatch, dinette table, removable rubber-back carpeting, fabric-covered foam bunk cushions, solid teak trim and bulkheads.

GALLEY Color-coordinated galley w/formica top, deep S/S sink, 37 gal. fresh water system, two burner alcohol stove w/cutting board, insulated icebox w/cover, two large galley doors.

HEAD Color-coordinated fully enclosed w/teak bifold door, self-contained portable head, fiberglass head sole, vanity with S/S sink, "catchall" storage.

STORAGE Large gelcoated underberth lockers, storage behind backrests, hanging locker, tapered deck-loading anchor locker w/overhead drains, 3 cockpit lockers with S/S piano hinge.

SAILS North mainsail w/single reef and cunningham, North 100% working jib, mainsail cover.

SPARS, RIGGING & FITTINGS 2 30# two-speed genoa sheet winches, 2 #8 single speed main and genoa halyard winches, Lewmar winch handle, main sheet traveler w/pin stops, 2 genoa sheet snatch blocks, 4:1 main sheet system, Schaefer swivel and cheek blocks, Schaefer 6" black cleats — halyard sheets, Schaefer cunningham system w/cam cleat, Nicro-Fico snap shackle, 4 Marinum silver mooring cleats, bronze seacock on all thru-hull fittings, $\frac{1}{4}$ " x $\frac{3}{8}$ " x 19 S/S standing rigging, heavy duty S/S chain plates and polished stemhead fitting, #6 and #8 Johnson turnbuckles, Kenyon "ESP" coated mast and boom, internal halyards led aft to cockpit, fixed topping lift, internal reefing system w/horns, internal outhaul w/4:1 mechanical purchase, single air foil spreaders, Main sheet, Genoa sheets, Cunningham line, Reefing line, all rope halyard (main, jib).

SAFETY Custom bow and stern pulpits, thru-bolted, 8 lifeline stanchions thru-bolted, Pelican hooks on lifelines, international rule lights, interior lights, master switch w/custom breaker panel and battery condition meter, engine compartment light.

POWER Choice of OMC 15 h.p. Sail Drive or Yanmar 8 h.p. diesel, battery, aluminum fuel tank, cockpit controls.

MAJOR OPTIONS:

Pedestal steering w/emergency tiller, total data center combi, hot water system, refrigeration, 140% Seafurl system w/cover, companionway spray hood, Yanmar 12 h.p. single cyl., Yanmar 15 h.p. 2 cyl., Volvo 13 h.p. 2 cyl., or Diesel Sail Drive power.

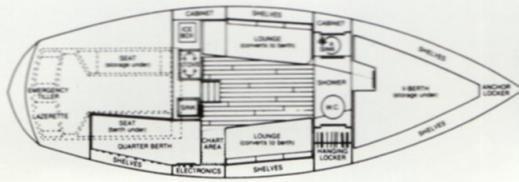
COLORS/INTERIORS:

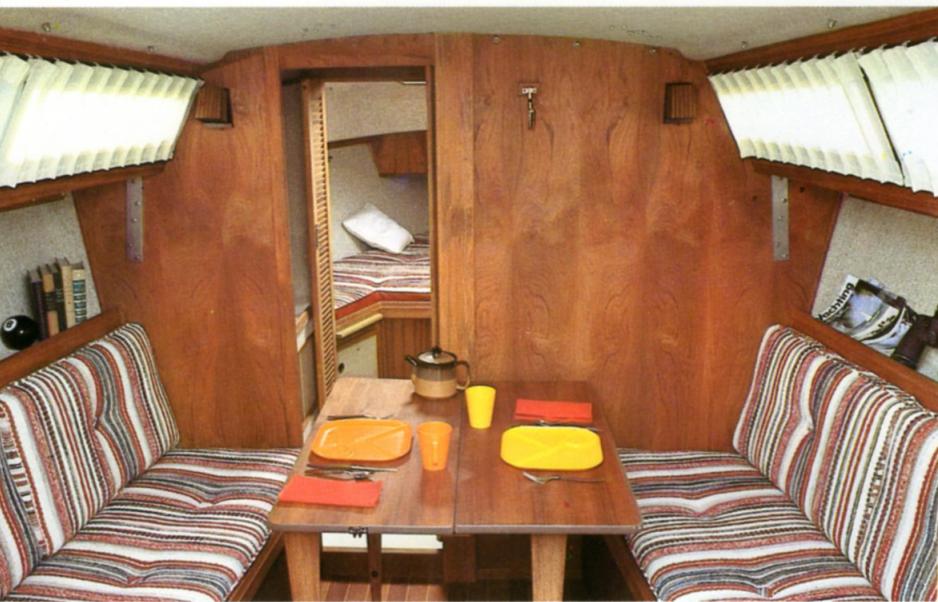
HULL/DECK: White hull & deck, black boot (standard) / Sunglare hull & deck, brown boot / Khaki hull, white deck, blue boot / Rust hull, Sunglare deck, Sunglare boot / Navy hull, white deck, white boot. Contrasting non-skid colors, Colorado Beige, Corporal Khaki.

COORDINATED INTERIORS: Dolphin Blue, Taupe Brown, Patriot Rust.

SPECIFICATIONS:

L.O.A.	8m50cm	28'
D.W.L.		22'6"
BEAM		9'6"
DRAFT		4'6"
DISPLACEMENT		7600 lbs.
BALLAST LEAD		3000 lbs.
SAIL AREA		400 sq. ft.
MAST HEIGHT		
ABOVE D.W.L.		41'
HEADROOM		6'0"
COCKPIT LENGTH		7'6"





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.

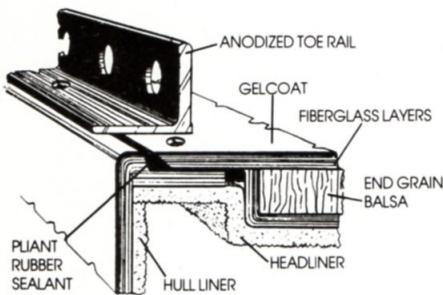
A SLEEK FINISH BELIES A TOUGH CONSTITUTION

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.

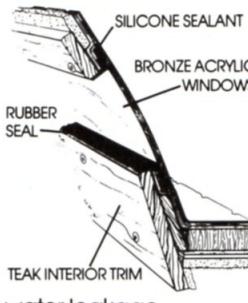
Because a ship's interior has to stand up to passengers, we made interior structures just as strong. Bulkheads and galley units are precision-cut and hand-worked, then glassed in place for additional strength... to make pretty surfaces pretty tough underneath, as well as sturdy and wear-resistant.

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. 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.

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 Nicra 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 handsome but rugged striped or the sophisticated geometric textured fabrics, beautifully blended with high pressure laminated countertops. Everything that goes into an S2 is carefully selected for beauty and coordination... with colors that harmonize, textures that compliment and enrich.

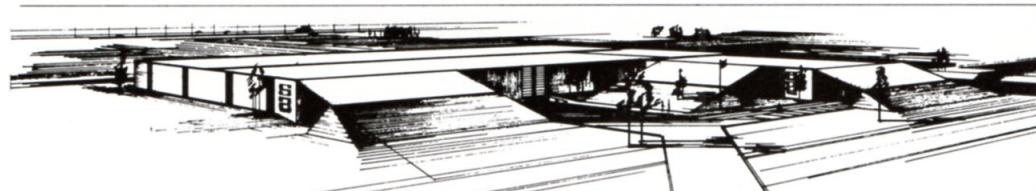


We build them with the same construction and engineering standards that govern exterior design. Take a look at the solid teak trim and joinerwork that combine natural wear-resistant beauty with the finest in craftsmanship and detail. You'll see our interiors aren't just tough and attractive. They stay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

We're proud to invite you to visit S2's modern new facility. Since 1974, it's tripled in size. To over 200,000 square feet, including our recent new addition. Which is why we're still building the best boats experience can buy... but more of them. Stop in for a visit. And maybe even watch us build your S2. Step by step, from the most time-consuming fiberglass work to the smallest fitting attachment.

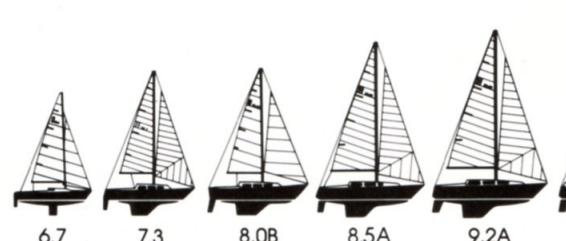
You'll see why we pay so much attention to every small detail. Because that's what S2 is all about.



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