



8.OB

8.0METER/AFT COCKPIT



8.0 METER/AFT COCKPIT 8.0B

SAILOR'S RESORT

The funny thing about planned vacations is that they never quite end up the way you planned. If you chose the right spot, it's too short. And the wrong vacation "paradise" can make a long weekend seem like a life sentence.

We'd like to be able to boast that the 8.0B has a sixth sense for putting together the elements of a great vacation. For obvious reasons, we can't. But we will say (and quite strongly) that the 8.0B will prove to be the best vacation spot you've ever chosen. All summer long.

The 8.0B was born hospitable. She'll get up and go in typical S2 fashion — with a daytime crew of 8 in her large self-draining cockpit. Her low trunk cabin profile and cockpit-controlled sheets and halyards let skipper and crew shoot the breeze while keeping a good grip on it. Standard aluminum toe rail-genoa track, lifelines, and bow pulpit, plus solid teak rails running atop the house, provide safe passage fore and aft. And S2's rigorous construction standards, coupled with the finest rigging and fittings, make this 26-footer a formidable cruiser. Or, if you're bound for an overland port o'call, she's fully trailerable with shoal draft keel. A deep keel version is also available.

Below decks, the 8.0B puts a whole new complexion on the phrase "cabin on the lake." The rich cushioned interior in this year's water-repellant stripe-and-solid fabrics provides a snug retreat for a weekend crew of four, with optional fifth berth. Enjoy meals prepared in the private L-shaped galley with two-burner stove, top-loading icebox and stainless steel sink with water tank. The folding dinette table can be pulled down from the bulkhead for dining. Under berth storage solves the "suitcase to station" syndrome and rounds out a vacation plan that makes cruising the best resort, not the last.

In fact, the 8.0B makes such a perfect private all-summer resort that passersby along the shoreline might secretly wish they were there.

Let 'em.

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 bimboards grooved & stacked w/lock, H & L laminated tiller capped with S/S to spade rudder, shoal or deep keel, w/opt. keel centerboard, cockpit-controlled gusher bilge pump.

CABIN 29" x 28" acrylic translucent sliding companion-way hatch, 23" x 23" x 3/4" acrylic foredeck hatch, double-hinged, dogged w/teak strips, teak pinrails on main salon shelves, teak top dinette table — bulkhead, hinged fabric-covered foam bunk cushions, removable rubber-backed carpeting, solid teak trim & bulkheads, bronze acrylic main cabin windows, moisture & mildew resistant hull & headliners.

GALLEY L shaped galley, formica top, top-loading icebox, two burner alcohol stove w/cutting board top, S/S sink w/pump, utensil drawer, three galley doors.

HEAD Color-coordinated fully-enclosed w/full teak door, self-contained head, vanity with S/S sink, locker w/door.

STORAGE Two large cockpit lockers, seven large under berth storage lockers, four storage lockers behind backrests, large hanging locker w/cubbyhole lockers, forepeak sail locker w/teak door.

SAILS North working sails w/jiffy reefing, Cunningham, custom sail cover.

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

SAFETY S/S bow pulpit thru bolted, lifelines w/stanchions thru-bolted w/pelican hooks, 11' recessed teak handrails w/S/S stanchions, complete lighting package, master switch fuse panel.

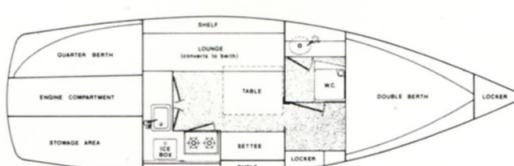
MAJOR OPTIONS:

Keel centerboard, teak & holly salon floor, recirculating head w/deck discharge or head w/deck discharge, pressure water system, S/S stern pulpit, tall rig (deep draft model only), jib furling system w/140% genoa w/cover, OMC Sail Drive 15 h.p. or Yanmar 8 h.p. diesel, 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, Rust, or Gold.



SPECIFICATIONS:

L.O.A.	7m 92cm	26'
D.W.L.		24'
Beam		8'
Draft:		
Shoal Draft		4'
Deep Keel		21'
Displacement	4,600 lb.	
Ballast lead	1,800 lb.	
Sail Area	282 sq. ft.	
Mast height above D.W.L.		35'
Headroom		5'1"
Cockpit length		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.

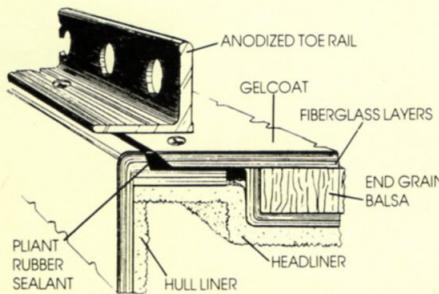
A SLEEK FINISH BELIES A TOUGH CONSTITUTION

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.

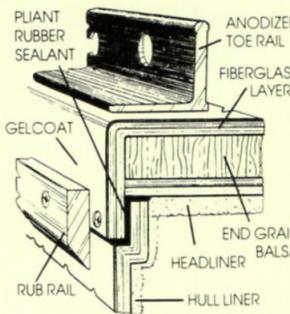
The exceptional gelcoat and tough finish don't end there. Because an S2's integrated keel takes shape as a continuation of her hull. With no breaks or bolts to create a stress point... just an integrated hull-to-keel contour with the right amount of ballast to keep her responsive in all wind conditions.

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.

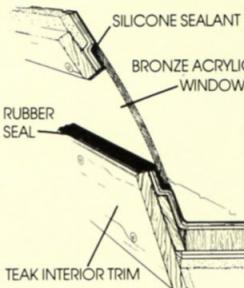


To keep a snug marriage between hull and deck, S2 Yachts came up with two rather innovative construction techniques. On the 9.2's, the 7.3, and the 11.0, we designed a joint that guarantees rigidity over a large deck span and drastically minimizes the possibility of leakage. It's the horizontal lap joint...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

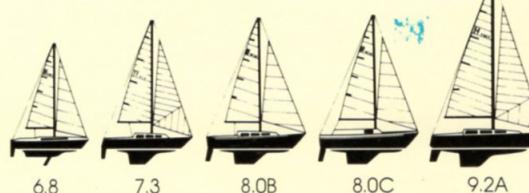
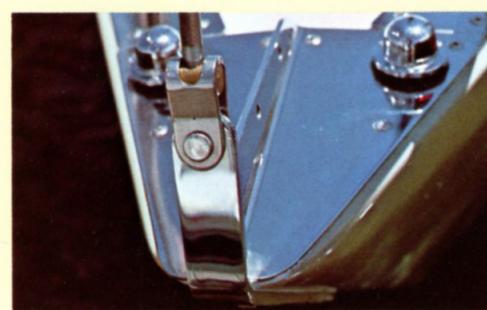


A NOT-SO-STANDARD APPROACH TO FITTINGS AND RIGGING

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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