



9.2A

9.2 METER / AFT COCKPIT



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NICE 'N EASY

Some people still believe the old notion that sailing comfort can only exist at the expense of sailing challenge. That it takes a pair of hands rubbed raw from handling runaway lines or an afternoon in soggy shoes to know what sailing's all about.

We don't.

If we did, we could hardly have built a craft like the 9.2A, the optimally-comfortable 30-foot cruiser with the heart-of-blue-water performance. She's predictable. Obedient. Yet resourceful under sail. Because she's built with a very important principle in mind. Ease. It starts with a wide beam for extra stability and room below. And ends in an 8-foot contoured aft cockpit that seats 8 with elbow room to spare. Her sleek deck design gives the 9.2A wide walkways, an easy-entry companionway, and opens up a large cockpit storage area. And makes the 9.2A as nice to travel in as she's easy to sail. (Not to mention a very impressive lady.)

Of course, the handling ease of the 9.2A is the result of her blue-blood heritage. When it comes to lofty standards, S2 won't budge an inch. We put in first-class fittings with names like Lewmar, Schaefer, Nicro Fico. Internal halyards and superb running gear with all lines running to the cockpit. A standard Yanmar Diesel engine. As for the challenge, she'll point to weather in a blow and not compromise. Or cut a clean corner from the edge of a wave.

While that old hardship myth is still dangling at the end of the hook, we'd like to mention another kind of ease. Live-aboard ease. The home-again luxury of stepping below into a teak-trimmed, fabric-cushioned interior that's easy on the eye. An inner sanctum that includes sleep-aboard berths for 5, a fully-equipped galley with double-burner stove, large top-loading icebox, and deep stainless steel sink with a pressurized fresh water system. A roomy private head with stainless steel wash basin, marine head, and shower. And space for storables and stashables that allows extended cruising without constantly heading to shore for supplies. After all, sport sailing's supposed to be a pleasure cruise, not a survival test.

We think the 9.2A's enough to knock the stuffing out of the old "hard-knocks" routine. So will you. After all, why should sailing be a battle, when the 9.2A makes it Nice 'n Easy?

STANDARDS:

HULL & DECK Hand-laid fiberglass hull, hand-laid fiberglass deck w/balsa core sandwich construction, non-skid decks & sole, cockpit scuppers, black anodized toe rail track, teak bentboards grooved & stacked w/lock, H & L laminated S tiller capped with S/S to spade rudder, anti fouling bottom paint, cockpit controlled gusher bilge pump.

CABIN 24" x 24" x 3/4" clear acrylic foredeck hatch double-hinged & dogged w/teak strips, 29" x 35" acrylic translucent sliding companionway hatch, teak pinrails on main salon shelves, dinette table w/double pedestal legs (stowable), fabric covered foam bunk cushions, removable rubber backed carpeting, navigation table w/fold away seat, electronics mounting area w/chart storage, solid teak trim & bulkheads, bronze acrylic main cabin windows.

GALLEY Color coordinated L shaped galley, formica top, top-loading icebox, two burner alcohol stove w/cutting board top, S/S deep sink w/pressure water system (37 gal.), utensil trays, two galley doors.

HEAD Color coordinated fully enclosed self contained head w/full teak door, vanity with S/S sink, locker w/door, "catch all" storage, hanging locker w/door, shower w/drain, opening port w/screen.

STORAGE Three cockpit lockers (one lockable), nine under berth storage lockers, four storage lockers behind backrests, three hanging lockers, 23" x 26" tapered anchor locker w/drains.

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

SPARS, RIGGING & FITTINGS H.D. S/S chain plates & polished sternhead fitting. Marimum cleats, Schaefer & Nicro Fico hardware, Nicro Fico genoa gear complete, Lewmar #30 two-speed genoa winches w/handle, Lewmar #8 jib & main halyard winches w/handle, black anodized spars w/internal cockpit controlled halyards, Kenyon roller bearing traveler w/Harken 6 to 1 mainsheet, Samson yacht braid sheets & halyards, Johnson Ring Loc H.D. turnbuckles, sea cocks on all thru hull fittings (brass).

SAFETY Double S/S bow and stern pulpits thru bolted, double lifelines w/pelican hooks thru-bolted, 13' recessed teak handrails with S/S supports, complete lighting package, master switch & circuit breaker panel.

POWER Yanmar 12 h.p. diesel w/cockpit controls, battery & fuel tank, hinged removable motor box with companionway step.

MAJOR OPTIONS

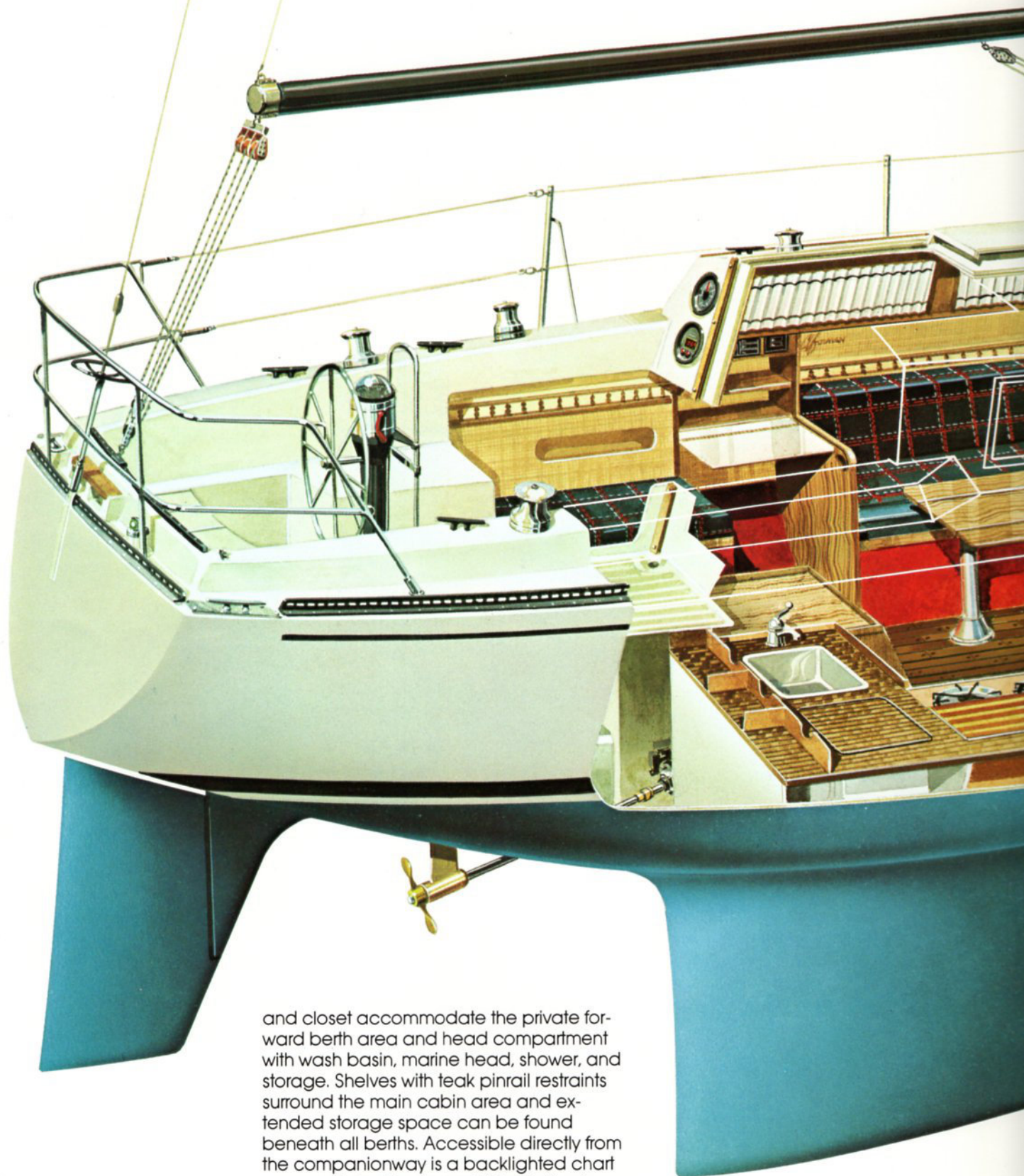
Custom crafted interior (teak window planks & solid teak bi-fold table), Lectra/San system head or recirculating head w/deck discharge, hot water system, six sleeper arrangement, gimbaled stove w/oven, refrigerator-Unifridge, Edson pedestal steering, Jib furling system w/140% genoa w/cover, dockside power, Volvo MD-7A diesel 13 h.p. or Atomic 4-30 h.p. gasoline.

COLORS/INTERIORS

HULL DECK: White hull & deck, black boot (standard)/Sunglenn 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.





and closet accommodate the private forward berth area and head compartment with wash basin, marine head, shower, and storage. Shelves with teak pinrail restraints surround the main cabin area and extended storage space can be found beneath all berths. Accessible directly from the companionway is a backlighted chart area and electrical panel. Cabin illumination is accomplished by generous cabin lighting and bronze smoked acrylic main cabin windows.

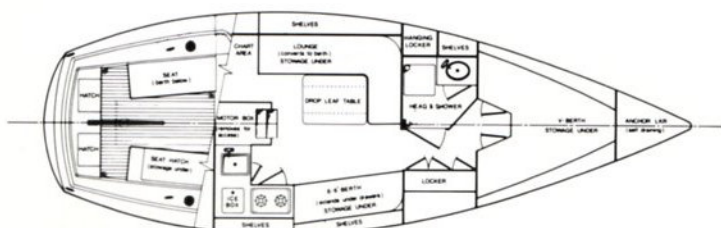
Use of rudder and skeg in the 9.2A permits exceptional maneuverability, while the graceful hull configuration and extended displacement prove her to be a high-performance cruiser.

A cutaway view of the 9.2A reveals the luxury of her efficient and comfortable layout. Note the wealth of cushioned seating that doubles as sleeping room for 5. The spacious salon with full 6'3" headroom features an efficient L-shaped galley to starboard, allowing free passage through the companionway. A full teak wardrobe



SPECIFICATIONS:

L.O.A.	9m 2cm	29'11"
D.W.L.		25'0"
Beam		10'3"
Shoal Draft		3'11"
Deep Keel		4'11"
Displacement	9,800 lbs.	
Ballast Lead	4,000 lbs.	
Sail Area	468 sq. ft.	
Mast head above D.W.L.	43'6"	
Headroom	6'3"	
Cockpit Length	8'0"	





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.

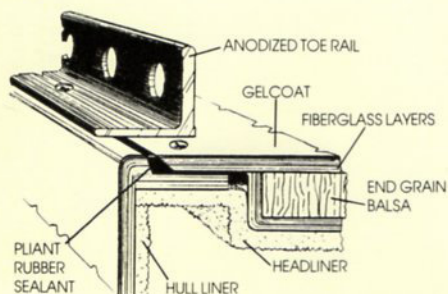
A SLEEK FINISH BELIES A TOUGH CONSTITUTION

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.

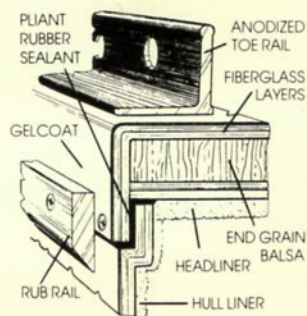
The exceptional gelcoat and tough finish don't end there. Because an S2's integrated keel takes shape as a continuation of her hull. With no breaks or bolts to create a stress point... just an integrated hull-to-keel contour with the right amount of ballast to keep her responsive in all wind conditions.

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.

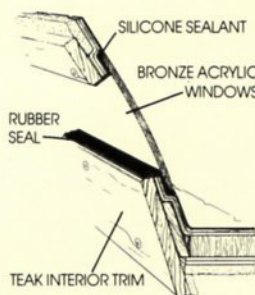


To keep a snug marriage between hull and deck, S2 Yachts came up with two rather innovative construction techniques. On the 9.2's, the 7.3, and the 11.0, we designed a joint that guarantees rigidity over a large deck span and drastically minimizes the possibility of leakage. It's the horizontal lap joint...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

antees 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.

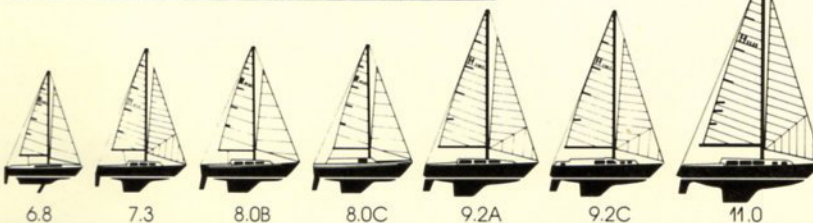
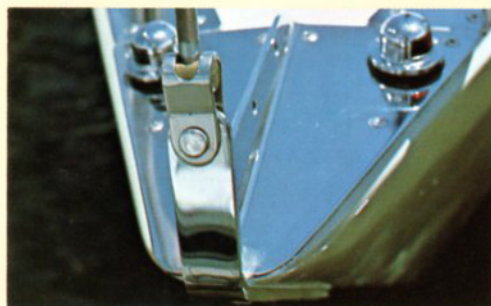


A NOT-SO-STANDARD APPROACH TO FITTINGS AND RIGGING

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-boltings 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, coaxingly comfortable, and luxuriously practical. Take the plushy new solid and striped fabrics, stainless steel trim, and formica counter tops. 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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