



9.2C

9.2 METER/CENTER COCKPIT



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SUITE SAILING

Spend a weekend sailing with a couple of strangers, and you won't be strangers for long. That's one of the nice things about sailing — the "pull-together" sense of comradery that turns sailing partners into fast friends. But ah, privacy. It's bound to get lost in the exchange.

That's what gave us the inspiration for the 9.2C. Her center cockpit design opens up a startlingly sumptuous living area below decks. Amenities like a private aft stateroom with a roomy double berth, private vanity, and a large hang-up closet. Color-coordinated cushioned berths and settees in this year's subtle stripe-and-solid pattern. The mellow patina of teak. Living room that's gracious. Accommodating. And modest. Because there's no reason, even on shipboard, why everything shouldn't have its place. A place to relax alone and wash the sun out of your hair in a roomy color-coordinated head with shower and bathtub. A fully-equipped galley with double-burner stove, large top-loading icebox, and deep stainless steel sink with pressure water system. A place to convene at the drop-leaf dining table for dinner or a round of gin rummy. Storage compartments that put gear out of sight, but not out of reach. And at evening's end, a place for a crew of five to lie down, to reflect, to lull asleep.

But the rule that governs the soft life below is hard and fast under a fresh breeze above. The 9.2C's bred to perform. S2's tough design and construction standards saw to that. With stiffness, stability, and an ingrained refusal to kneel under to challenge. From the deep center cockpit you control all lines. And check a straight course with a touch on the standard pedestal steering. A crew of up to 8 stays dry and comfortable in roomy contoured cockpit seats. Stainless steel bow and stern pulpits, lifelines with thru-bolted stanchions, and teak grab rails on the cabin top allow safe passage fore and aft. The 9.2C's rigged to sail from the very start. With North Working sails, Lewmar winches, Schaefer and Nicro Fico hardware. And much more.

So take the 9.2C out with a couple of friends. You're in for one sweet sail.

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. Edson pedestal steering, anti-fouling bottom paint, cockpit-controlled gusher bilge pump.

CABIN Two 24" x 24" x 3/4" clear acrylic foredeck hatches double-hinged & dogged w/teak strips, 24" x 32" acrylic translucent sliding companionway hatch, teak pinrails on main salon shelves, hinged bi-fold teak dinette table — swivel type, fabric-covered foam cushions, removable rubber-backed carpeting, navigation table, chart storage & electronics mounting area, solid teak trim & bulkheads, bronze acrylic main cabin windows, ten opening ports w/screens.

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

HEAD Color-coordinated fully-enclosed w/full teak door, self-contained head, vanity with S/S sink, locker, "catch-all" storage, tub & shower combination, pressure water system.

STORAGE Nine under berth storage lockers, five storage lockers behind backrests, three hanging lockers in passageway, cubbyhole storage aft of double berth — large hanging locker, corner shelf w/pinrail, 23" x 26" tapered anchor locker w/drains.

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

SPARS, RIGGING & FITTINGS H.D. S/S chain plates & polished stemhead fitting, Marinium cleats, Schaefer and 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, four housetop teak handrails, complete lighting package, master switch & circuit breaker panel.

POWER Yanmar 12 h.p. diesel w/cockpit controls, battery & fuel tank.

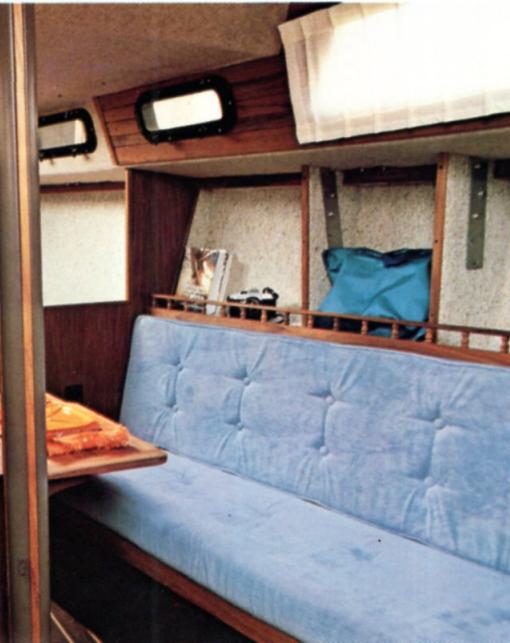
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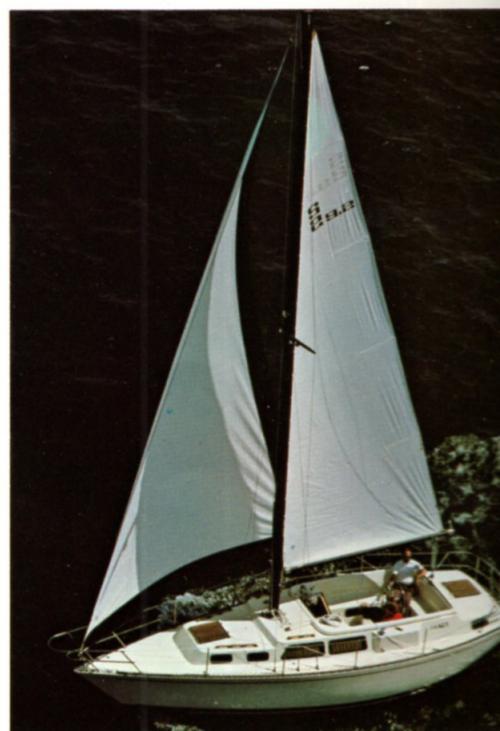
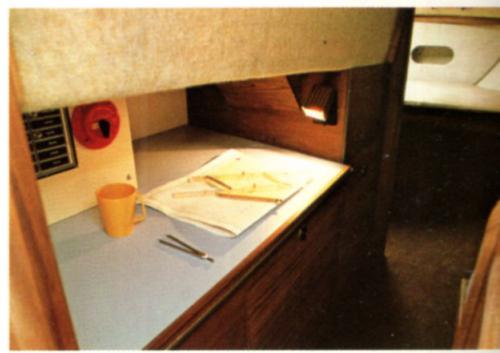
Custom crafted interior (teak window planks, solid teak bi-fold table), Lectra/San system head or recirculating head w/deck discharge, hot water system, gimballed stove w/oven, refrigerator - Unifridge, Jib furling system w/140% genoa w/cover, dockside power, Volvo MD-7A diesel 13 h.p. or Atomic 4-30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

COLORS/INTERIORS:

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



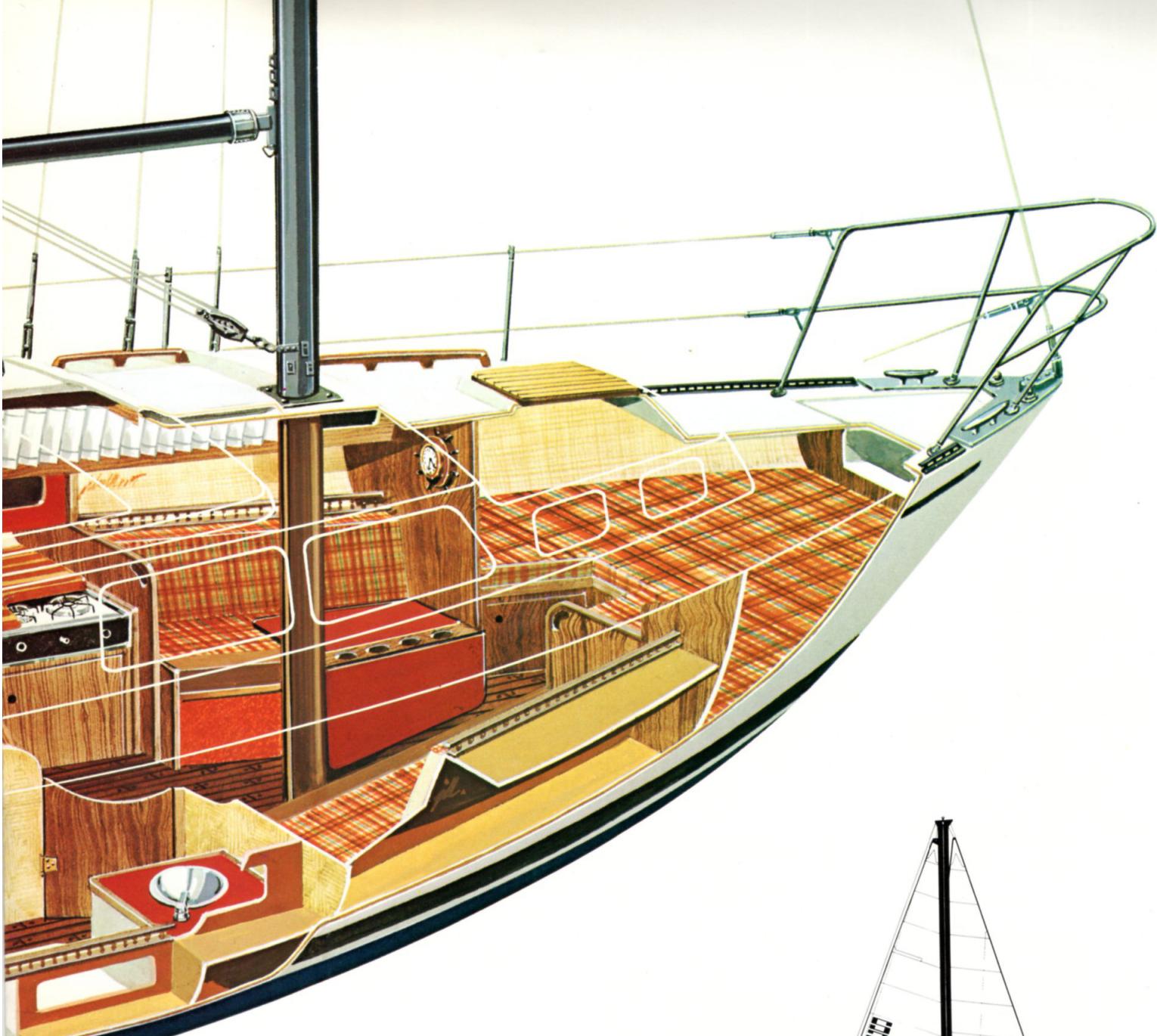




A cutaway view of the 9.2C reveals the luxury of her efficient and comfortable layout. Port and starboard lounges in tailored fabric provide a sociable setting for entertaining, with drop leaf table that opens out between for dining. The view to starboard reveals an exceptionally roomy private head with stainless steel sink,

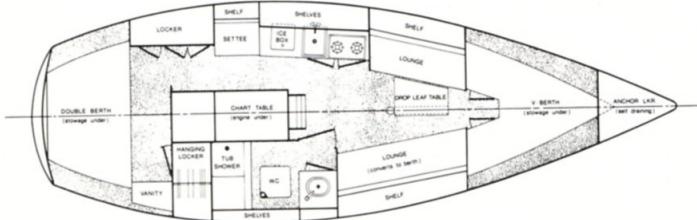
shower, and bath. Beyond galley and head, a navigator's station with chart table and settee adjoins three large hanging lockers. The entire aft section is reserved for the spacious stateroom with double berth. Ten opening ports and screens let in a fresh breeze, with bronze smoked acrylic windows in the main cabin. Abundant storage is noticeable throughout, with underberth stowage, hanging locker in aft stateroom, and generous galley storage.

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



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 height above D.W.L.		43'6"
Headroom		6'2"
Cockpit length		6'0"



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.

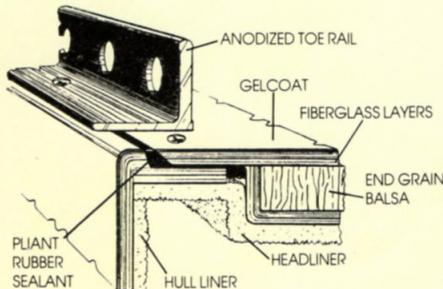
A SLEEK FINISH BELIES A TOUGH CONSTITUTION

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.

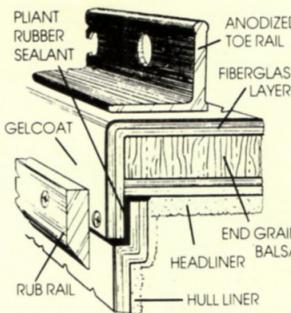
The exceptional gelcoat and tough finish don't end there. Because an S2's integrated keel takes shape as a continuation of her hull. With no breaks or bolts to create a stress point... just an integrated hull-to-keel contour with the right amount of ballast to keep her responsive in all wind conditions.

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.

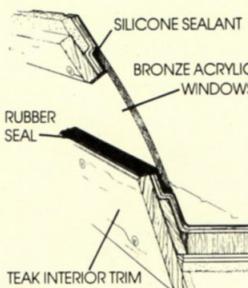


To keep a snug marriage between hull and deck, S2 Yachts came up with two rather innovative construction techniques. On the 9.2's, the 7.3, and the 11.0, we designed a joint that guarantees rigidity over a large deck span and drastically minimizes the possibility of leakage. It's the horizontal lap joint...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

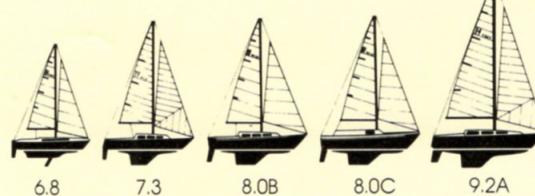
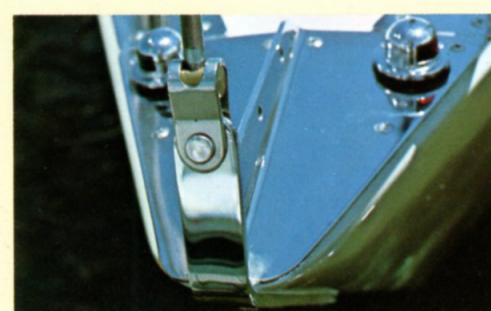


A NOT-SO-STANDARD APPROACH TO FITTINGS AND RIGGING

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 Nico 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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