

THE SEACLIPPER SERIES

In an age of growing sophistication in multihull design, the SEACLIPPERS 28 and 34 represent a step in the other direction -- toward simplicity and economy. The designers, John Marples and Jim Brown, are convinced, after many years of building and sailing experience, that economy doesn't necessarily mean cheap, and simplicity doesn't have to mean slow. Although the 28 was designed to be a take-apart, trailer-able cruiser for weekending and short distance cruising, it has the strength and seaworthy qualities of the 34, a true ocean cruiser. With a simplified cutter rig, centerboard, kick-up rudder, and self-bailing cockpits, they both have all the attributes of sea-going vessels. Vee-sectioned floats, single chine main-hulls, and flush decks make them economical and rugged -- more boat for less money.

The layout below shows attention to function combined with numerous cruising comforts. Both sizes have a main cabin complete with stove and sink, a double berth forward and a single berth / seat amidships. The 34 has an additional aft cabin with double berth. Plenty of room for a cruising couple and occasional friends. Ample stowage space, accessible from within the cabin, assures dry storage even in wet conditions. The cockpits are secure with high coamings, and have plenty of storage room under the seats. On deck, a built-in anchor roller at the stem head and an optional wet hatch on the foredeck aid the handling of ground tackle and mooring lines. A skylight hatch insures adequate ventilation and light below. The mast, cutter rigged with two forward stays and four permanent shrouds allows full sail changing versatility, combined with a most economical price. A tabernacle simplifies stepping the mast for the short-handed sailor and winches are recommended only when necessary - on the jib halyard and sheet - a total of two.

Assembling the 28 on the trailer for launching is not a difficult job, but does require a few persons. The entire operation takes up to several hours, but we feel this is not excessive for a 28 foot cruiser.

Performance has definitely not been sacrificed in the SEACLIPPERS. Their speed and clean wake demonstrate the sea-kindly lines of the hulls. Windward performance is especially good due to the narrow hull forms, efficient sail plans, large

centerboards, and full cruising-style skeg rudder. Both rudder and centerboard feature a kick-up design to prevent damage from grounding or striking submerged objects at any speed. All control lines can be lead to the cockpit for the single-handed sailor.

These designs have brought a great deal of satisfaction to both the designers and builders. It is rare that one concept can meet so many requirements, both financial and operational.

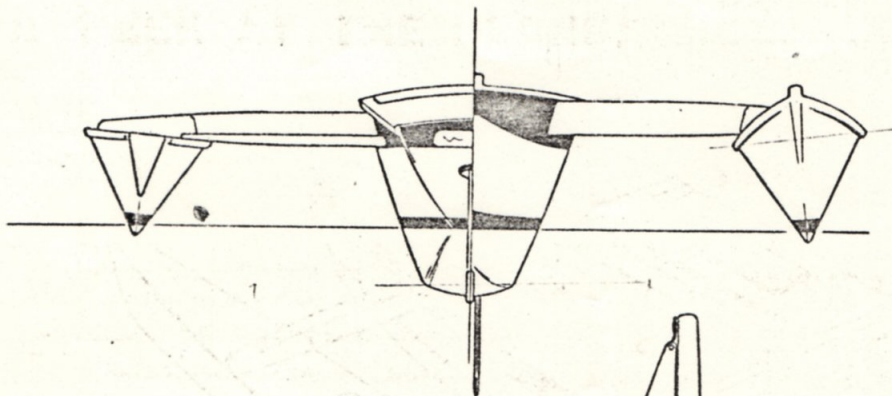
Specifications		
	28	34
L O A	28' 5"	34' 6"
L W L	25' 3"	31' 8"
Beam	18' 8"	23' 4"
Draft	18" / 60"	27" / 60"
Displacement (incl. payload)	2,500 lb.	7,600 lb.
Payload	750 lb.	1,600 lb.
Sail area (100% foretriangle)	370 sq.ft.	529 sq.ft.
Accommodations (persons in berths)	2 - 3	2 - 5
Headroom (main cabin)	4' 6"	6' 0"
Construction	Plywood, fiberglass sheathed	
Power (recommended)	4 - 6HP OB	15 HP inb'd
Design fee - plans and patterns	\$ 250	\$ 400
Building cost estimate, 1980	\$ 8000	\$ 11,000

For additional information, write the designer,

John Marples Multihull Designs
4530 Firmon Drive, SE
Port Orchard, Wa. 98366 USA

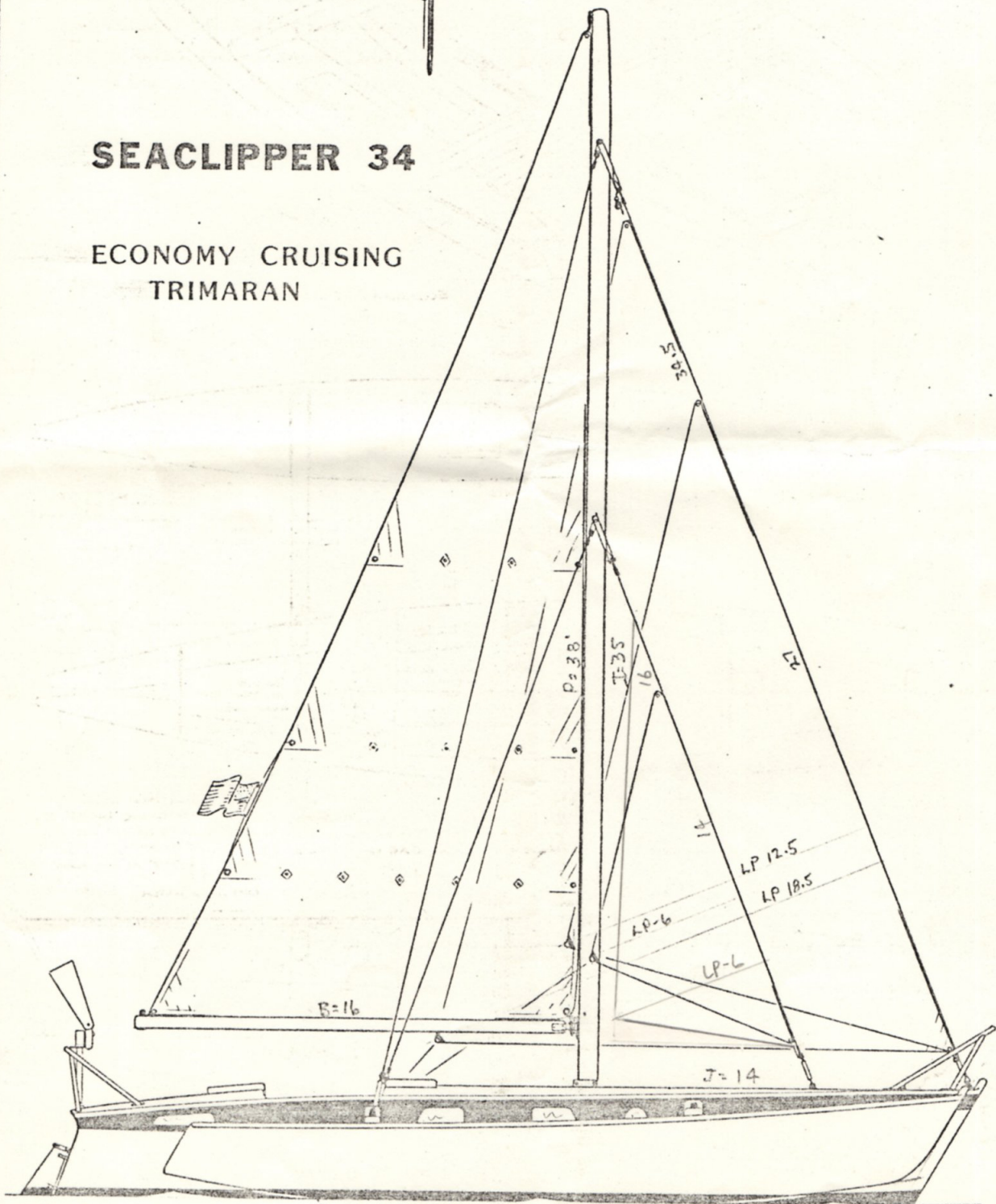
Ask about SEARUNNERS and CONSTANT CAMBER^{1st} designs too.

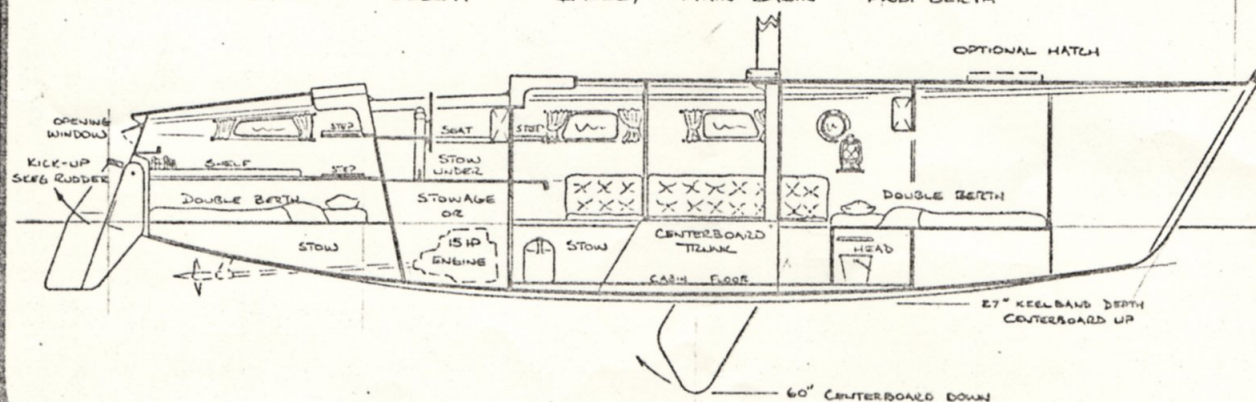
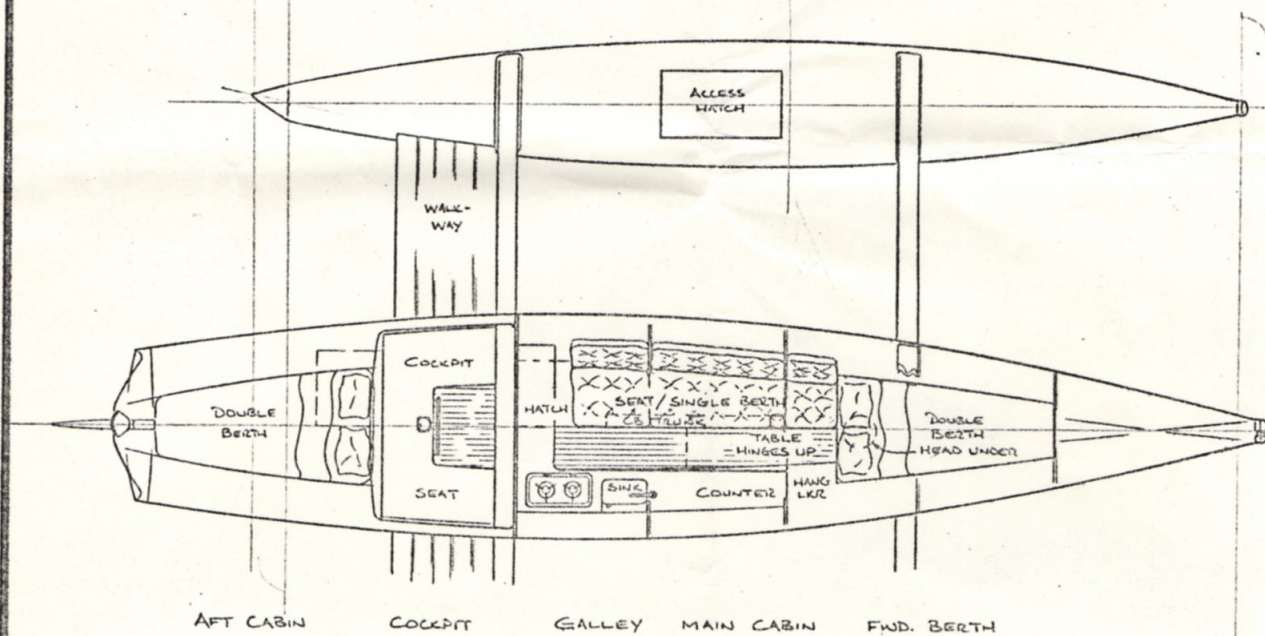
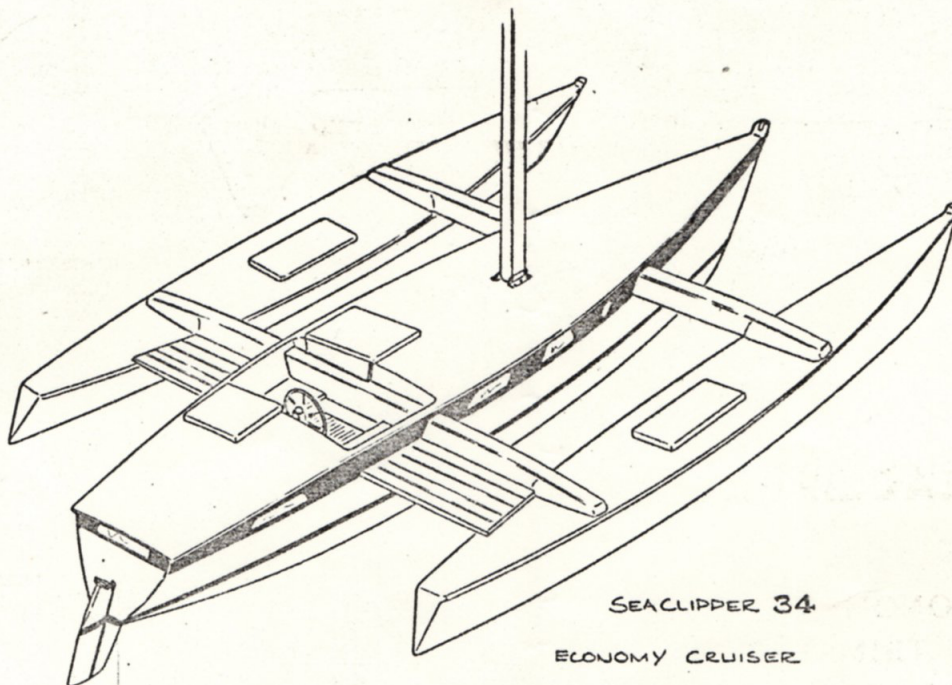
SCALE - 60 TO 1" ENGINEERS SCALE



SEACLIPPER 34

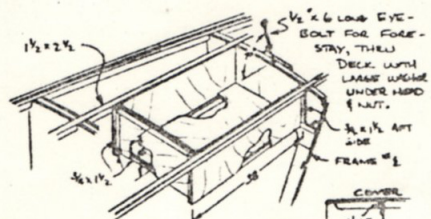
ECONOMY CRUISING
TRIMARAN



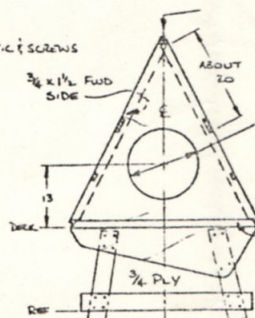
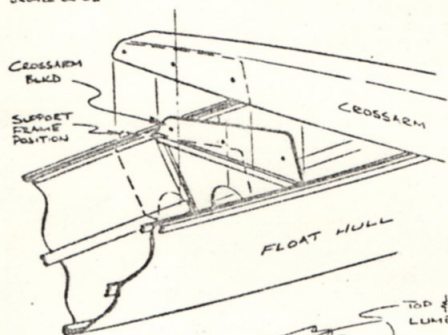
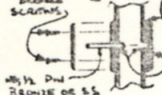
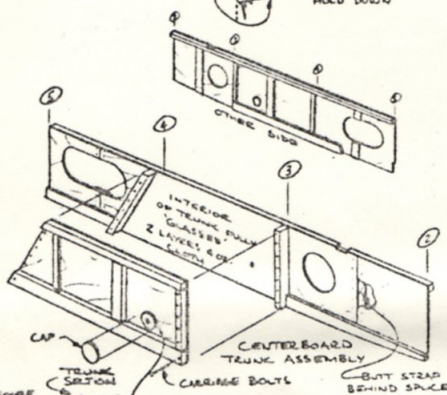
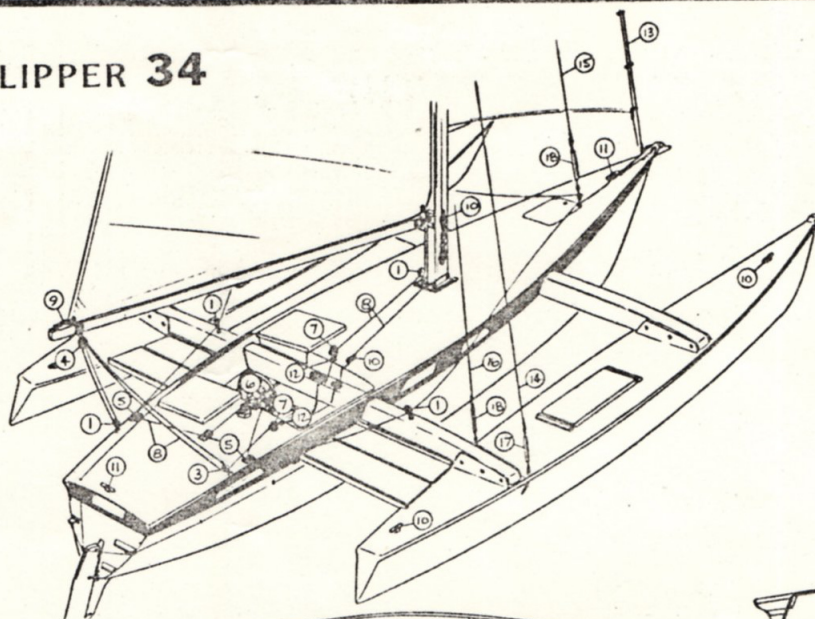
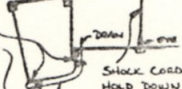


PLANS for the SEACLIPPER 34

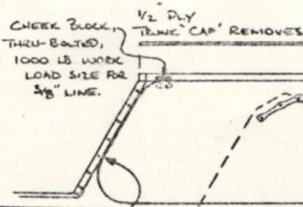
CONTAIN:
SEARUNNER CONSTRUCTION BOOK
FULLY DETAILED DRAWINGS,
FULL SIZE PATTERNS FOR
ALL FRAMES & STEM KNEE.
COMPLETE MATERIAL SPECS.



DRAINS ARE 1/2 IN. PVC PIPE
EPORIED - IN WITH
FLEXIBLE HOSE CLAMPED
ON.

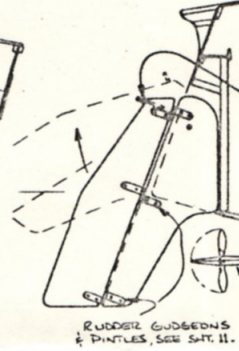


CENTER BOARD DETAILS

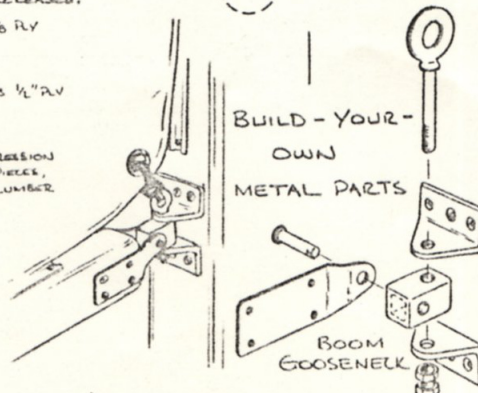
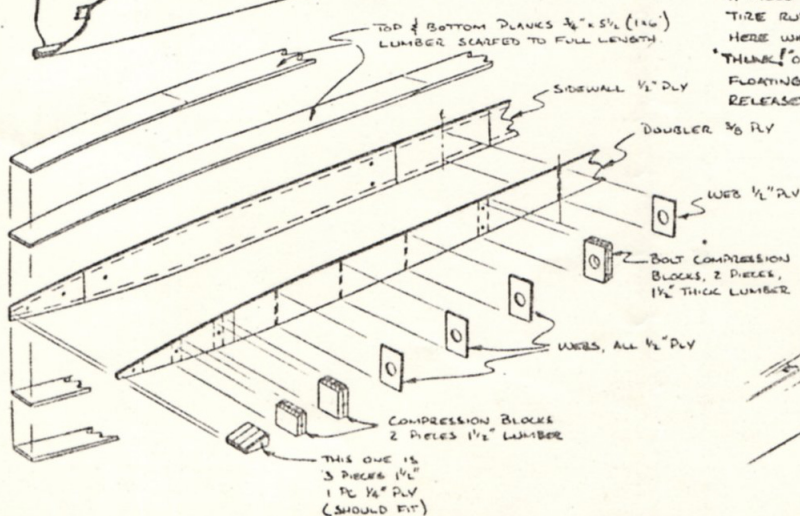


A PIECE OF CAR-
TIRE RUBBER EPORIED
HERE WILL STOP THE
"THUNK" OF THE BOARD
FLOATING UP WHEN
RELEASED.

BOARD "C"
3/8" PL
HALF



SEE
ENLARGED
SECTION
AT RIGHT.



BUILD-YOUR-
OWN
METAL PARTS

SEACLIPPER 34 SAILS

SAIL	WT. (OZ.)	LUFF	FOOT	LEECH	L.P.	AREA sq ft
MAIN	7.5	36'5"	16'0"	39'10"	—	290
GENOA	6.5	33'0"	19'3"	31'3"	17'10"	326
WK. JIB	6.5	26'0"	15'0"	20'9"	12'0"	156
ST. JIB	7.5	14'0"	8'2"	10'3"	6'0"	42
STAY SAIL	7.5	16'0"	6'6"	14'2"	5'9"	46

GENERAL NOTES:

1. SAILS SHOULD BE CUT FAIRLY FLAT.
2. ALL HEADSAILS SHOULD ALLOW FOR 10" HEADSTAY SAG, EXCEPT STORM JIB.
3. ALL HEADSAILS TO HAVE HANKS AT HEAD & TACK, AND OPEN ENDED PENDANT.
4. MAINSAIL HAS NO BATTENS, HOLLOW LEACH, AND NO HEADBOARD — SHOULD BE PRICED SIMILAR TO HEADSAIL.
5. GENOA MAY BE 5 OZ. CLOTH IF MAINLY LIGHT AIRS OR ADDITIONAL HEADSAIL IS ANTICIPATED.
6. THIRD REEF IN MAIN IS OPTIONAL.