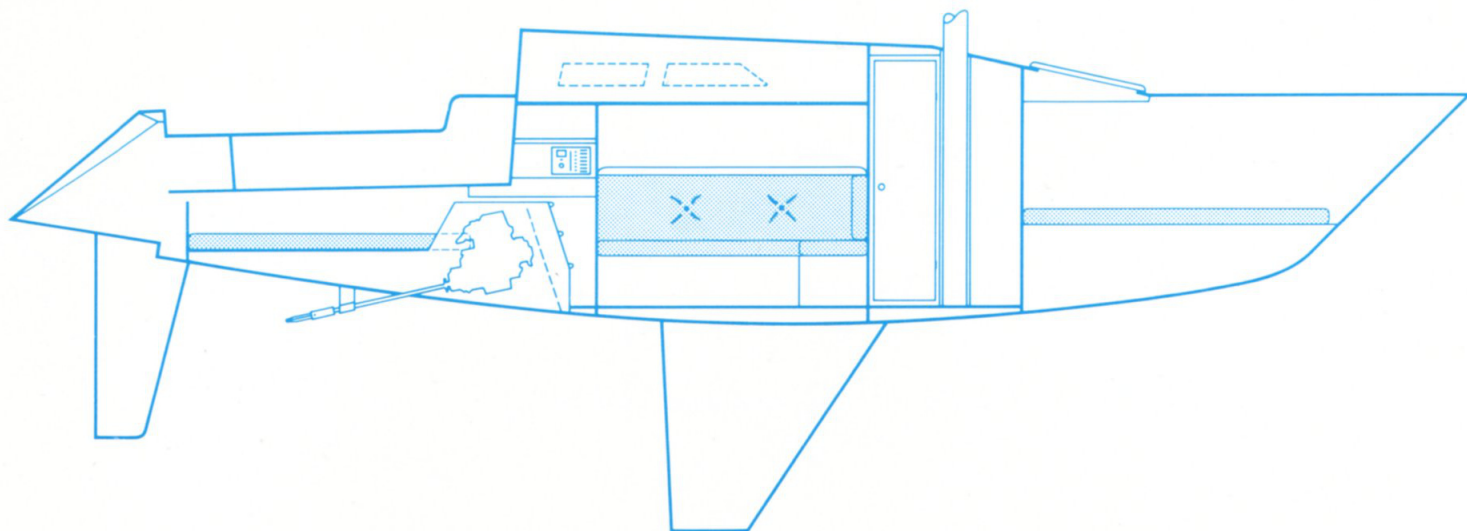


**wylie
34**



north coast yachts



DESIGN: ENGINEERED FOR SAILING

Any good boat should be fun to sail and easy to handle. Most people agree that a fun boat is a fast boat. With these points in mind, the Wylie Design team has engineered an exciting, performance-oriented boat---the Wylie 34.

They started with a moderately light 7800 pound displacement which insures excellent acceleration with a light and responsive feel. Stability is supplied by a large 3235 pound lead keel. Location of full sections well aft in the hull contributes even more stability and generates additional power.

With its narrow beam waterline and low wetted surface, the Wylie 34 is slippery in light air, while in heavy seas the well-engineered bow section assures smooth sailing. Surfing and reaching power is enhanced by the wide transom.

Excellent directional stability is an additional feature of this shape.

The Wylie 34 with its moderately light displacement hull and high sail area is the perfect combination of exciting performance, ease of handling and cruising comfort.

HIGH PERFORMANCE RIG

The Wylie 34 is powered by a tall 7/8s rig. This large sailplan provides plenty of horsepower with the ease of handling usually found in much smaller boats.

The tapered aluminum spar has double swept-back spreaders, fixed gooseneck and internal halyards. The boom has open ends for access to the internal out-haul and reef gear. The stability inherent in this rig makes running backstays unnecessary.

DECK AND COCKPIT AREA

The deck is constructed of high quality laminate using 3/4" balsa core. Areas where hardware is installed are reinforced with additional fiberglass laminates or Brunzyeel plywood. All non-skid is molded in.

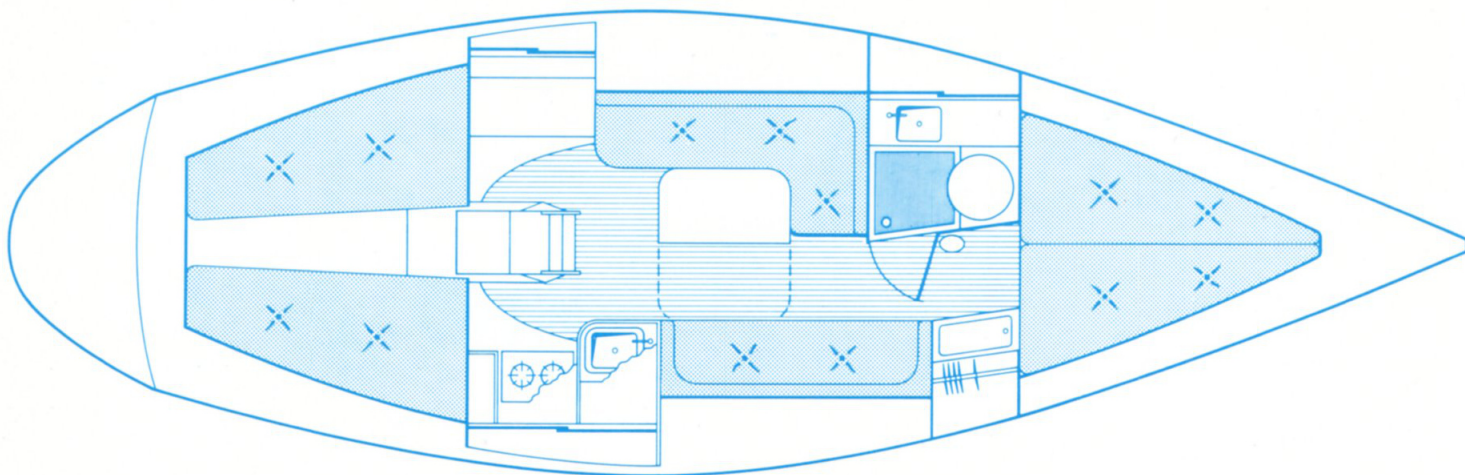
The cockpit is large and protected, with a deep well and comfortable seatback. The layout is very efficient, allowing good visibility over the house.

Sidedecks are large and uncluttered, providing plenty of room for sail handling, sunbathing and easy access to the foredeck area. Sailing from the deck outboard of the cockpit is very comfortable.

The waterproof main hatch is 1/2" plexiglass with a seahood standard. A roomy lazarette is accessible through hatches on either side of the cockpit.

The lifeline system is the safest available: stanchions and stainless steel pulpits are set in sockets laminated to the hull, a solid installation taking fullest advantage of the strength inherent in the hull-deck joint.

wylie 34



INTERIOR: COMFORT WITH EFFICIENCY

Below decks the Wylie 34 is warm and comfortable, easily sleeping 6 adults and providing an impressive 6' 2" headroom. Forward is a 7' long double vee berth with ample storage underneath and a large smoke plexiglass hatch above for ventilation and light. The roomy settee berths with backrest cushions are comfortable for lounging as well as sleeping. Behind the settees are large bins for ready stowage of sleeping bags, sails and other gear. An optional dinette table can be neatly installed for in-port eating or entertaining.

The spacious, fully-enclosed head with built-in vanity, sink and separate ventilation hatch is located forward of the bulkhead. A large hanging locker is opposite. Pressure water for the shower is optional.

The galley is designed for efficiency with a generous ice box under the chart table to port, and sink, stove and counter work areas to starboard. A gas stove with oven is optional.

Practical white fiberglass and wood trim plus the attractive decorator fabrics available for cushions combine in an appealing blend of efficiency and comfort—a beautiful and practical interior.

DECK HARDWARE

The deck layout and execution of hardware that enable such effective sail handling while racing also make single-handing and cruising a pleasure. All halyards and reefing gear are led aft on the house. The lever vang is led to both sides of the house, providing convenient power and speed in affecting mainsail shape and aiding in steering control.

Primary winches are mounted on islands, so that they can be operated from a standing position, allowing excellent leverage and visibility. The traveller is easily controlled by helmsman or crew.

HULL CONSTRUCTION

The hull is high quality hand-laid laminate with 3/4" balsa core throughout. Extra stiffening is provided through additional laminates down the centerline and in the large central area of the hull supporting the cast lead keel. All thru-hulls are flush-mounted with 1/4 turn shut-off valves below the waterline.

Many color combinations are available in the high gloss gel coat, and custom color striping is offered.

ENGINE

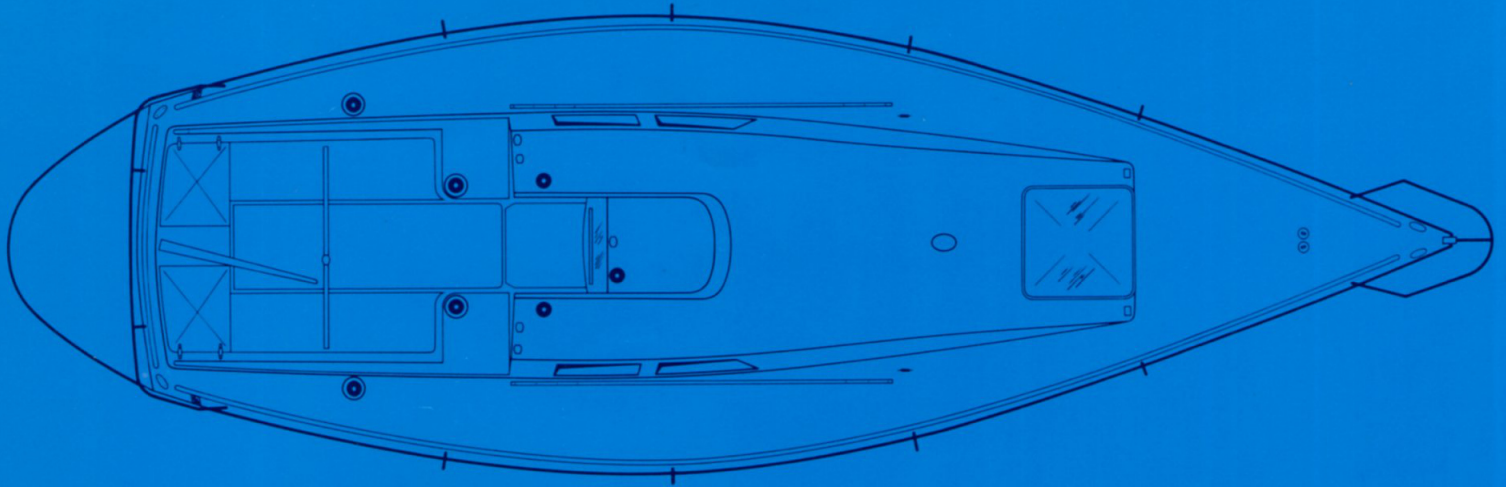
Reliable auxiliary power is provided by a lightweight 16 horsepower Renault 2 cylinder diesel, turning a 16" Martec folding propeller. Engine controls are easily accessible in the cockpit well.

Below, the engine box doubles as a platform under the main hatch, and allows safe and comfortable working space in the galley and navigation areas—even while sailing in a seaway.

RUDDER SYSTEM

The rudder incorporates a welded stainless steel double post assembly for extra stiffening at the point of maximum load. Three bearings assure ease of steering and eliminate play in the system. A light feel and excellent control are provided by the strong tiller-rudder combination.

Optional wheel steering with provision for emergency tiller is available.



SPECIFICATIONS

L.O.A. 33'9"
L.W.L. 25'9"
Beam 10'10"
Draft 6'
Ballast 3235 lbs.
Displacement 7800 lbs.
Sail Area 100%FΔ503
Diesel Renault 16 hp.

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