

It is for sale

at 20,000 dollars US not 20 dollars US. For this you are getting a Gougeon cold molded western red cedar hull with a interior covered with a thin glass/epoxy layer and on top of this layer is mounted a horizontal truss extending from just in from the rear beam to within 6 inches of the internal bow.

The truss is made of western red cedar as well. All internal surfaces are covered with a layer of epoxy. The interior is WATER PROOF. The center board trunk is made of glass/epoxy molded as 2 halves and joined front and rear with glass/epoxy tape. Loads from the centerboard are



carried to the main beam attachment molding and to the truss as it splits around the centerboard trunk. I did it this way to make the hull forward of the main beam VERY stiff. I can detect no flex of the hulls on high wind sailing. There is no foam flotation in the bow since the hulls are wood and will float on their own if holed. The deck is 3/16 okoume plywood sitting on ribs

which extend from rail to rail and are about 4 inches deep. The ribs support longitudinal stringers the entire length of the deck. They glue into the fore and aft sides of the beam supports. All is covered with epoxy and the deck is glued to the rails, stringers and ribs as well as the top of the centerboard trunk and beam sockets. The deck is very stiff and light and does not flex when walking on it. Tangs for the main shroud and front fore stay are bolted to wooden doublers (2 layers) and all epoxyed to the inside surface of the hull. They are STRONG. Tangs are 1/8 304 SS and are more than capable of carrying the loads. In spite of all this reinforcement the boat is light.

The outside of the hulls are epoxy/glass. The glass in max stress areas is unidirectional. Hulls are durable and will take mild to moderate forces with only paint damage.

Just finished painting the hulls with a 2-part polyurethane automotive/industrial paint and look like plastic.

The rudders and centerboard are hollow and covered with glass/epoxy and painted. Good foil shapes. The beams and spars are Sailcraft of Canada and are in almost like new condition. The rig is set up for 1 trapeze. I have one jib and main. I have not sailed the boat in years and the sails are in good shape. Incidentally, I used to race the boat in the good old days and did very well.

The trailer is a heavy-duty steel tube unit that was dip galvanized when I lived in Houston Texas. There is no rust on the trailer frame. The fenders were built later and painted with epoxy. They do show minor surface rust in places. The tongue is for a 1 7/8 ball. Towing the rig is very easy.

If you have not seen the pictures. they are at:

<https://www.dropbox.com/sh/hdmw5q7o4temlxe/AACZzzy1C8ZNa7cD3DH3EiJa?dl=0>

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