

GOODHOPE

This shapely offshore passagemaker is at home on skinny water

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When Chuck Paine retired, his longtime, right-hand man Ed Joy took over the design office and renamed it Ed Joy Design. He continues producing great-looking and great performing boats in much the same tradition as Chuck's boats. This 65-footer is a great example. I want to thank Ed for sending me a complete working hull lines drawing. It's a treat to see the heart and soul of the design and it shows the care that goes into crafting a new hull design.

The owner was a return client of Ed's who wanted a bigger offshore cruiser designed for shoal water. Like I said, if you want performance in a shoal-draft boat you will need a fin of reasonable efficiency and this means a lifting keel of some flavor. In this case the fin is a pivoting centerboard. Draft with the board up is an impressive 5 feet 5 inches and with the board down is 9 feet 6 inches. A long skeg connects the aft end of the board slot with the heel fitting on the rudder.

Note that this partially balanced rudder is far deeper than board up draft. But Ed has designed the lower half of the rudder to pivot up, like a dinghy rudder. This requires a mechanism in the top half of the rudder. For an arrangement like this aluminum is the best material. Not sure what activates the lifting portion of the rudder. Maybe just a line to the cockpit.

The D/L of this design is 205 and the L/B 3.72 making this a medium-displacement boat with conservative beam. The hull lines are beautiful. The waterline forward appears to be dead straight and the forward sections are gently U-shaped with minimal deadrise. The deadrise never really goes away but by the transom it is negligible. The midsection is very arclike in form like an arc flattened off at the centerline. The sheer spring is subtle and the overhangs are short without appearing truncated. It's a super looking hull.

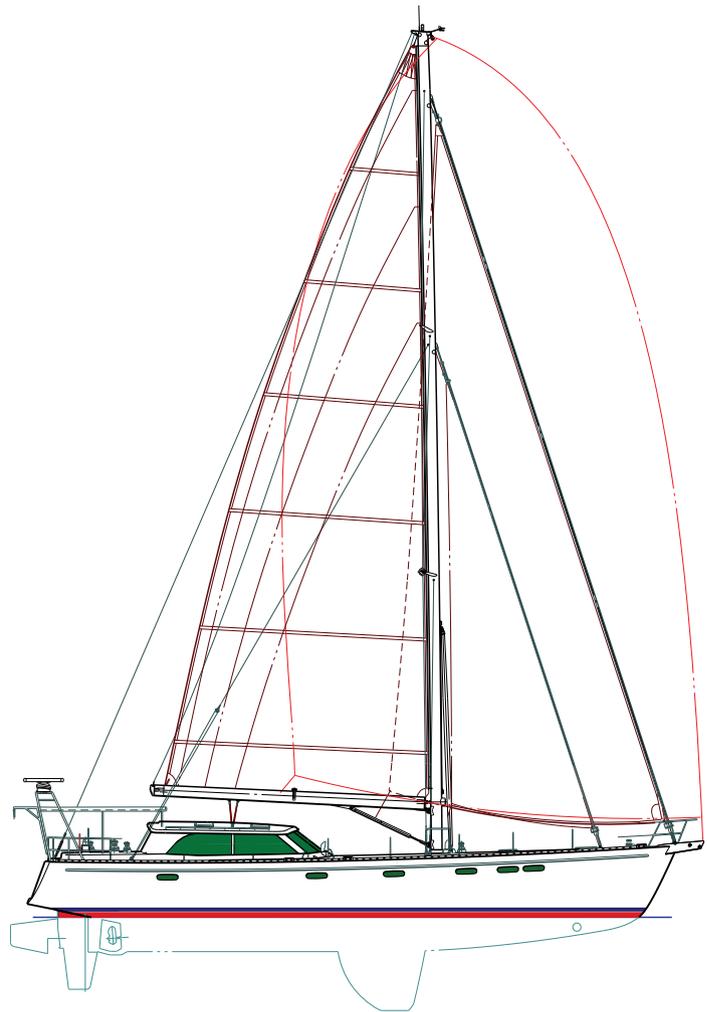
The boat is laid out with four sleeping cabins, two with double berths and two with singles. The main cabin is raised with port and starboard settees and a dining table to port. The nav station is aft to starboard and a big galley is to port. This will be a nice area to spend your time in less than ideal weather. The owner's cabin is aft with adjoining head.

The centerboard trunk determines the layout amidships and it becomes the fore and aft bulkhead to divide the two single-berth

cabins. There is a passageway to port to allow access to the forward sleeping cabin. There are three heads. One beauty of this raised main cabin configuration is that it gives almost full standing headroom in the huge engine space. I don't care how much volume there is in the engine room, it's never enough. Ed has paid a lot of attention to large freezer and refrigeration space and a huge pantry. This is a serious boat capable of being independent for long periods.

The rig is a typical cutter. The shrouds are in line and that means running backstays. But if you can't handle running backstays you should stick to golf. The SA/D is 18.9 and that should provide the power for good light-air cruising performance. There are twin wheels in the cockpit. The cockpit opens to the swim step.

I like mission-driven designs. This boat's mission is to sail safely offshore on long passages. It looks ideal for that mission to me.



Specs LOA 65'3"; LWL 54'9"; Beam 17'6"; Draft board up 5'5", board down 9'6"; Displ. 75,425 lb.; Ballast 27,000 lb.; Sail area 1,899 sq. ft.; SA/D 18.9; D/L 205; 3.72 L/B; Auxiliary 180-hp; Fuel 750 gal.; Water 405 gal.

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Our best estimate of the sailaway price

\$2.6 MILLION