

Boat Options (Blue Dragon comfort ratio around 30)

Camper & Nicholson 48 1970's boat 5.5 draft, Comfort Ratio: 41.79, very dog friendly step down

Mast Height: 52 ft. w/o antenna

[Marathon, FL 1972 \\$49,900](#) needs aft cabin work for double bed

[Palmcity Fl redone \\$119,000](#) listed 11/10/18-too high but nice

[Sciliy \\$87,000](#)

[France \\$68,000](#)

[Italy \\$119,000 perfect condition](#)

[42ft Annapolis perfect \\$79.9](#)



[video](#)



Hull Type: Fin with rudder on skeg Rigging Type: Masthead Ketch

LOA: 47.67 ft / 14.53 m LWL: 34.33 ft / 10.46 m

S.A. (reported): 746.00 ft<sup>2</sup> / 69.31 m<sup>2</sup> Beam: 12.92 ft / 3.94 m

Draft (max): 7.00 ft?? 5.6 advert / 2.13 m Draft (min):

Displacement: 31,300 lb / 14,197 kg Ballast: 10,025 lb / 4,547 kg

S.A./Disp.: 12.07 Bal./Disp.: 32.03 Disp./Len.: 345.36

Construction: FG Ballast Type:

First Built: 1972 Last Built: # Built: 42

Builder: Halmatic (UK)

Designer: Camper & Nicholson/Raymond Wall

S.A./Disp.: 12.07

Bal./Disp.: 32.03

Disp./Len.: 345.36

Comfort Ratio: 41.79

I: 51.50 ft / 15.70 m

Hull Type: Keel/CB & spade rudder

Rigging Type: Cutter

LOA: 44.00 ft / 13.41 m LWL: 35.00 ft / 10.67 m

S.A. (reported): 955.00 ft<sup>2</sup> / 88.72 m<sup>2</sup> Beam: 13.50 ft /

Draft (max): 9.00 ft / 2.74 m Draft (min): 4.50 ft / Displacement: 29,000

lb / 13,154 kg Ballast: 12,000 lb

S.A./Disp.: 16.25 Bal./Disp.: 41.38 Disp./Len.: 301.96

S.A./Disp.: 16.25 Bal./Disp.: 41.38 Disp./Len.: 301.96

Comfort Ratio: 37.14

I: 54.80 ft

Cal 46 -2 Comfort Ratio: 40.21, Draft (max): 5.00 ft

[CAL 46 Review](#)

[CAL 44 Details](#)

[CAL 44 \\$60,000 Gibraltar](#)

[Cal 44 Lewes, MD \\$65,000 4.9 or 5.3" draft, small aft cabin, Comfort Ratio: 31.79, I: 54.00 ft](#)

[Cal 46-2 Corpus Christy, TX \\$79900](#)

[Cal 46-2 Anacortes Wa \\$89,900](#)

[Cal 46-2 Newport Beach Very Nice \\$119,000](#)

[Cal 46-2 in Phuket Phuket CalUSD\\$46,000](#)

[Cal 46-2 Puerto Escondido, Baja MX. \\$79,900 good](#)

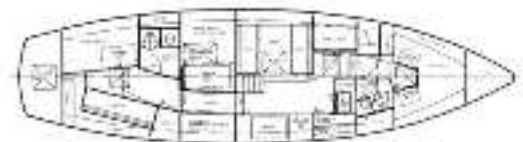
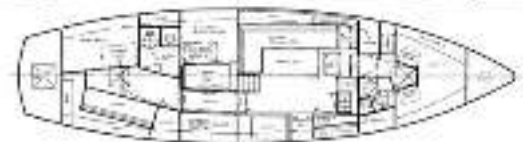
[Cal 46-2 San Carlos, Mexico \\$42,500](#)

[Seattle Wash Cal 2 46/ \\$46,000](#)

[Rio Dolce Guatamala 119,000 lots of wood](#)

[Cal 46-2, clean Ca \\$115,000](#)

[Cal 46-2 Antioche, CA \\$48,000 needs work repowered](#)



CAL 44

Hull Type: Fin w/spade rudder Rigging Type:

Masthead Sloop

LOA: 45.50 ft LWL: 37.50 ft

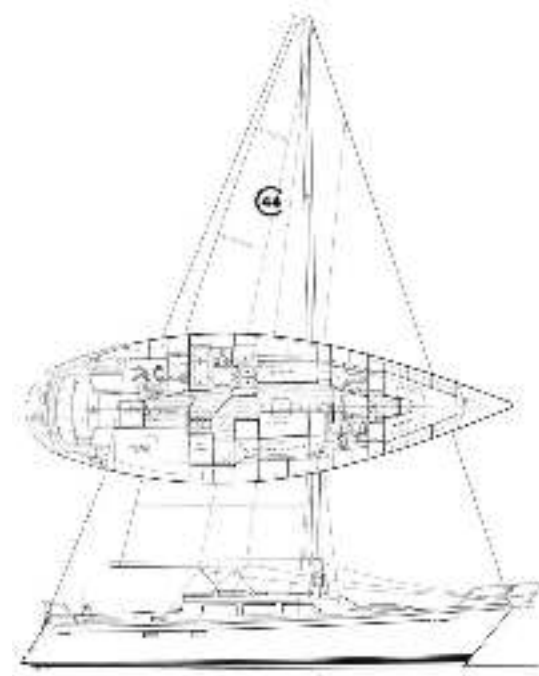
S.A. (reported): 781.00 ft<sup>2</sup> Beam: 12.50 ft

Draft (max): 5.00 ft

Displacement: 30,000 lb Comfort Ratio: 40.21

I: 48.00 ft /

14.63 m

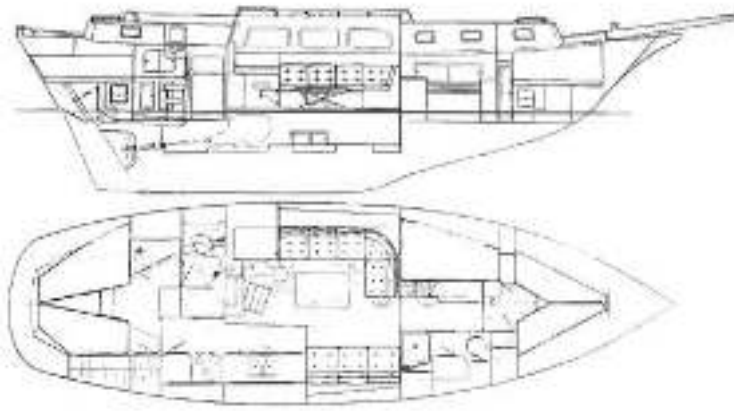


## DOWNEASTER 45

LOA: 45.00 ft LWL: 35.75 ft

Beam: 14.00 ft S.A. Draft (max): 5.92 ft

Comfort Ratio: 46.56



## SCHEEL 45

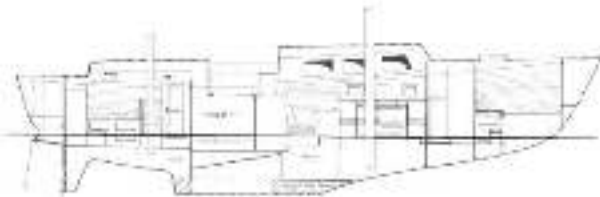
LOA: 45.00 ft LWL: 39.25 ft

Beam: 13.83 ft S.A.

Draft (max): 4.80 ft

[\\$27,500 storm damaged boat near completion, she was on the hard during Hurricane Irma](#) Virgin Gorda

[\\$79,000 Annapolis](#)





[Cooper Maple Leaf 48 \\$59,000](#) Seattle, Wash [video](#)

[San Diego \\$39,000 needs work](#)

[Dana Point \\$89,000 reduced](#)

[Cooper Yachts Maple Leaf 48 San Blas, Nayarit, Mexico \\$29,999](#) [mx boat video](#)



LOA: 48 ft 0 in

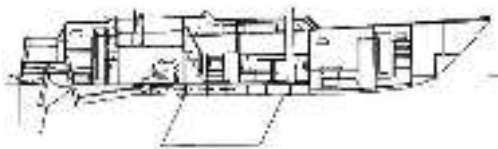
Beam: 14 ft 6 in

LWL: 40 ft 6 in

Minimum Draft: 6 ft 6 in

Displacement: 32000 lbs

Ballast: 9500 lbs



[42' Cooper 416 aft cabin \\$ 62,500 San Fran](#)

Comfort Ratio: 31.36

Cooper 416 [MX \\$49,000](#)





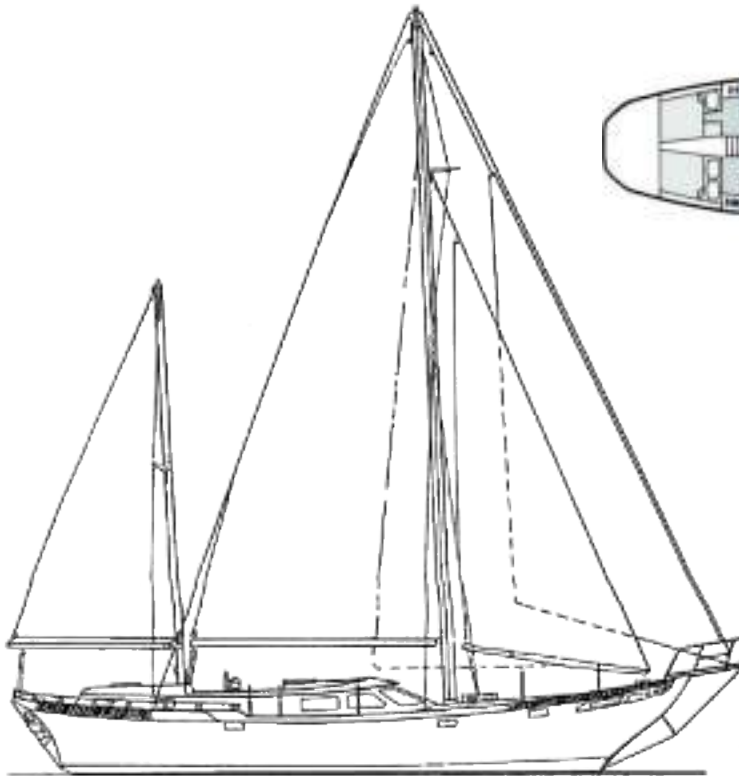
[1981 Cooper Seabird 37 Campbell River BC \\$50,000](#)

[1980 36' Cooper Seabird \\$49,000 Bremerton, Washington](#)

Maximum Draft: 4 ft Comfort Ratio: 31.84 LOA: 36.75 ft



Hardin 44/ 45 Island Trader 45 Comfort Ratio: 43.67 "it isn't that fast for a boat, but she's pretty quick for a house". Look for forward v-berth version- nearly 6 foot draft



At 32,000 pounds The Hardin 45 is well and truly in the heavy boat category with weak light air performance.

Yet on the other end of the spectrum, with only 25% of their weight in the ballast with shoal draft keel, they don't go very far in blow. They are however very

Another owner having singlehanded 10,000 miles in his Hardin confirms she is "solid slow and comfortable" and tells of an episode where he was caught in a 75 mph blow with twenty foot breaking seas saying, "I didn't go anywhere, but it was comfy". Comfort Ratio: 43.67



[Hardin 44 Emeryville CA \\$77,000](#)

[Hardin 45 Koh Samui \\$90,000](#)

[Hardin 44 San Carlos, Mexico \\$55,000](#)

[Hardin 45 Leeds MX \\$89,000](#)

[Hardin 44 Kemah, TX \\$59,900](#)

[Harden 45 Annapolis, MD \\$61,000 no v berth](#)

[Hardin 45 Project Boat Placida FL \\$30,000](#)

[Island Trader 45 1979 \\$79,000 listed 7/2018](#)

[West Palm Fl \\$54,000 deck soft spots, diesel stove heater](#)

[IT 45 WestP Fl \\$72,000 outfitted listed 2016](#)

Hull Type: Long Keel Rigging Type: Staysail Ketch

LOA: 44.50 ft / 13.56 m LWL: 32.33 ft / 9.85 m S.A. (reported): 809.00 ft<sup>2</sup> / 75.16 m<sup>2</sup> Beam: 13.33 ft

Draft (max): 5.92 ft / 1.80 m Draft (min):

Displacement: 32,000 lb / 14,515 kg Ballast: 8,500 lb / 3,856 kg

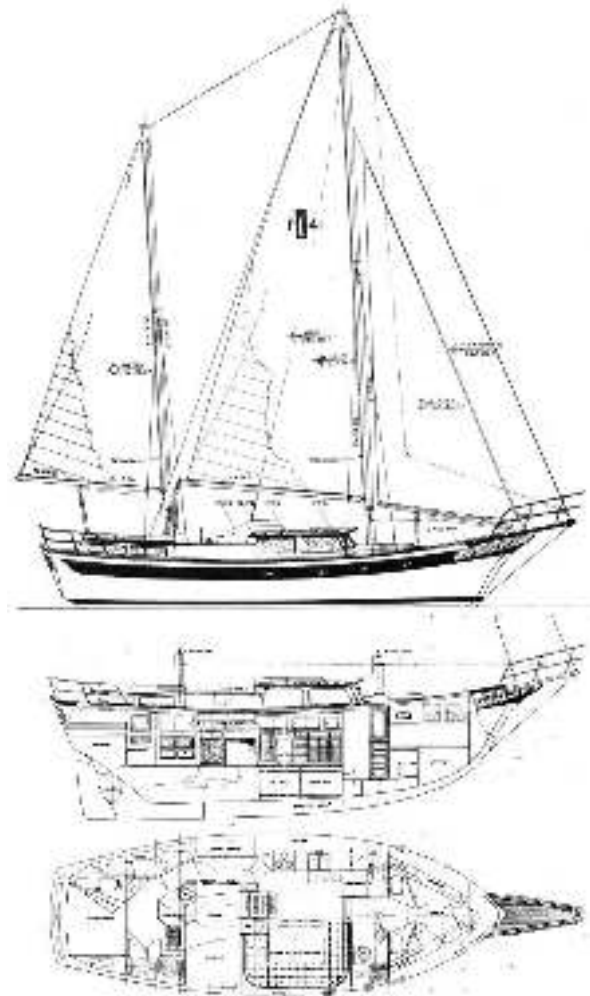
S.A./Disp.: 12.90 Bal./Disp.: 26.56 Disp./Len.: 422.75 S.A./Disp.: 12.90 Bal./Disp.: 26.56 Disp./Len.: 422.75

Comfort Ratio: 43.67

I: 45.80 ft



Islander Freeport 41 Comfort Ratio: 31.32 Draft (max): 4.75 ft, 51 ft mast



Hull Type: Long Keel

Rigging Type: Staysail Ketch

LOA: 41.00 ft LWL: 32.50 ft S.A. (reported): 977.00 ft<sup>2</sup>

Beam: 13.17 ft

Draft (max): 4.75 ft Displacement: 22,000 lb Ballast: 7,000

lb S.A./Disp.: 19.99 Bal./Disp.: 31.82 Disp./Len.: 286.10

S.A./Disp.: 19.99 Bal./Disp.: 31.82 Disp./Len.: 286.10

Comfort Ratio: 31.32 I: 45.00 ft

[Marina Del Ray Ca \\$18,000 1978](#)

[Cancun \\$45,000 some water damage listed mid 2017](#)

[Panama ebay \\$22,000 listed 2013](#)

Cruising World:

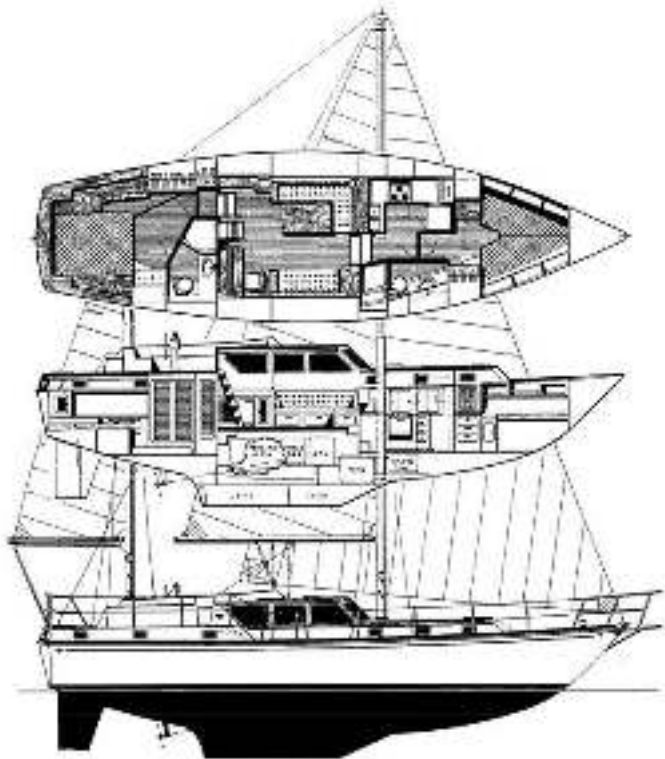
The Freeport 41 isn't without its problems. The hull/deck joint, secured with screws and inferior sealant, leaks badly on most boats. Our solution was to remove the teak toerail, scrape out the old caulking, reseal the joint with 3M 5200, and refasten it with 5/16-inch stainless-steel through-bolts. We also added a Taco perforated-aluminum toerail.

The fuel and water tanks are 200 gallons each. Made of stainless steel or aluminum, depending on the boat, they're encased in cavities under the saloon sole with no provision for drainage, so they corrode. In 1998, we replaced our fuel tank with two 65-gallon tanks, and we've found them more than adequate. We fitted a 35-gallon holding tank between them to replace the original 50-gallon tank that was built into the keel under the engine; it was difficult to get at and very hard to pump out.

The saloon windows give a fantastic view out but need storm shutters on passage. We had Bomon Marine make new windows for Destiny of Lexan with aluminum frames.

If you want to carry all your stuff with you when you go cruising, you'll love the Freeport 41. If you acknowledge that you might run aground someday, you'll also like the full keel, with its 7,000 pounds of lead encased in up to 3 inches of solid fiberglass. The hull is solid glass, and the decks are cored with plywood. The 51-foot mainmast passes under most bridges you'll encounter, and the 5-foot draft allows access to a great many harbors.

## Gulfstar Sail Master



LOA: 47.42 ft LWL: 40.50 ft  
S.A. (reported): 923.00 ft<sup>2</sup> Beam: 13.83 ft  
Draft (max): 5.50 ft Draft (min):  
Displacement: 38,000 lb Ballast: 10,500 lb  
S.A./Disp.: 13.12 Bal./Disp.: 27.63 Disp./Len.:  
255.37 S.A./Disp.: 13.12  
Bal./Disp.: 27.63  
Disp./Len.: 255.37  
Comfort Ratio: 41.73 I: 49.50 ft

[Gulfstar Sailmaster 47 \\$80,000 PR](#)

[Gulfstar 47 \\$129,000 Port St. Lucie FL](#)

[Gulfstar 47 Marathon FL \\$89,000](#)

[Gulfstar 47 YOLO fort Pierce FL \\$99,000](#)

[Gulfstar 47 Cocoa FL \\$119,000](#)



Gulfstar 50



LOA: 50.00 ft LWL: 41.00 ft  
S.A. (reported): 1,008.00 ft<sup>2</sup> Beam: 14.50 ft  
Draft (max): 5.50 ft Draft (min):  
Displacement: 41,000 lb Ballast: 11,900 lb  
S.A./Disp.: 13.62 Bal./Disp.: 29.02 Disp./Len.: 265.57  
Construction: FG Ballast Type: Lead  
S.A./Disp.: 13.62  
Bal./Disp.: 29.02  
Disp./Len.: 265.57  
— Comfort Ratio: 41.19

[Gulfstar 50 St Pete \\$77,000](#) bow thruster, desk, 2 cabin  
[Gulfstar 50 Kemah Tx Clean reduced \\$115,000](#) hard dodger,  
dinghy davits hard top for panels, bunk room, redone Hull  
bottom was stripped and additional glass layup with  
vinylester resin. bottom was barrier coated . Keel had  
additional layup of Kevlar and epoxy resin for added  
protection to the keel. Recent install of 2 Cruisair AC  
systems. Hull and deck was refinished with Awlgrip.

Large foredeck.



## Irwin 46

LOA: 45.50 ft LWL: 37.58 ft

S.A. (reported): 858.00 ft<sup>2</sup> Beam: 13.50 ft

Draft (max): 10.92 ft Draft (min): 4.67 ft

Displacement: 33,000 lb Ballast: 12,000 lb

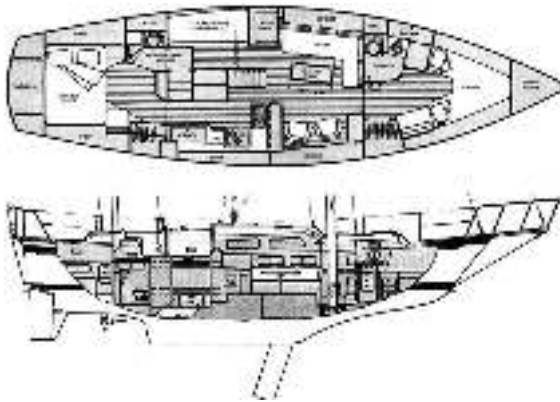
S.A./Disp.: 13.40 Bal./Disp.: 36.36 Disp./Len.: 277.58 S.A./Disp.: 13.40, Bal./Disp.: 36.36. Disp./Len.: 277.58

Comfort Ratio: 39.87

Pay careful attention to the mast step, chainplates (xray is the only way to know) and signs of bulkhead movement and hull shape. Even though there is a defined layup schedule, I would venture to say it may not have been adhered to from boat to boat. boats are ICW friendly with maximum mast height of 58.



[Irwin 46 Long Beach, CA \\$68,900](#)  
[Irwin 46 tri-cabin Sandwich Ma \\$69,000](#)  
[Irwin 46 Lancaster Ma redone \\$133,000](#)  
[Georgetown Me \\$85,000 indoor](#) Nov 28,  
2018 list



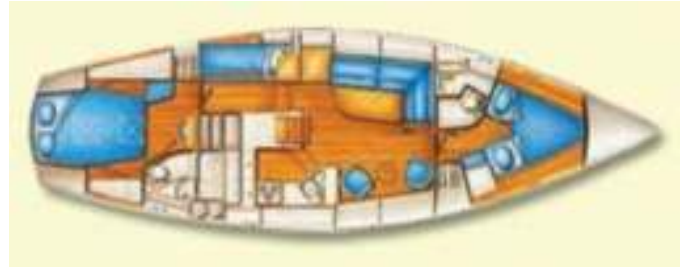
Irwin 43

Draft (max): 4.92 ft Comfort Ratio: 32.35 [Video 1](#) [Video 2](#)

[St Simon Ga, \\$89,000](#)

[Washington NC \\$88,000](#) Maximum Draft: 4 ft 11 in (wing)

[Fort Pierce Fl \\$55,000](#) new solar on fixed aluminum arch. 4'11" draft, listing has been updated 3 months ago and on a market since Jun 6th 2018



[Winthrop Ma 6/18 list \\$90,000](#) Bow thruster

[Cambridge Md 9/18 list \\$98,000](#) bow Thrust low engine hours no pics

[Brunswick,GA 12/17 list \\$85,000](#) no pics Generator solar wind full enclosure Max prop ice maker



Strut issues and delam on the foredeck that I will be cutting out and repairing. If your model has a swimstep like mine, keep checking the screws that hold it in place just above the waterline. Over time they may rust and bring water into the boat. It took me six months to figure out why I was getting water in only when I took her out in rolling seas. I also added a sump pump to the bilge and ran the shower and headsink lines as well as the frig and lazarett drain line to it, so the bilge stays dry. (Note that the lazarett drain to the bilge and on some models the shower and headsinks also drain to the bilge and not into a sump.)

Minuses: The hull liner is a bear to work around for almost anything one wants to do; anything electrical is suspect – on my 42' eventually replace the entire 110volt and 90% of the 12volt items (see hull-liner comment); thru-hulls (at least on the 42') seemed to have been purchased from the lowest bidder, check carefully; not all deck hardware inspires confidence – for instance the use of snap-shackle snatch-block for turning blocks on the heavily loaded 5/8" + jib sheets; overall the manufacture, hardware and assembly seemed not quite at the level of the design.

I would check the steering system carefully including the wheel and pedestal, all pulleys and cables. Also I would check cleats (especially anchor cleats) and other deck hardware for proper installation with good backing plates or similar reinforcement. I have friends that did deliveries on Irwins in the past that experienced failures in these areas. If you do go offshore think about reinforcing the large windows.



## Iriwn 38 II

Comfort Ratio: 31.62

[Irwin 38 Ft Lauderdale \\$56,000](#)

[Irwin 38 NC \\$30,000](#)

[Irwin 38 Port Charlotte \\$59,000](#)

[Irwin 38 Marathon, Fla \\$39,900](#)



Soverel 48 around \$100,000 for a refitted boat. 16 made, performance boat – 5ft draft., Comfort Ratio: 32.15

[Fla \\$75,000 1975](#)

[Honduras refitted 1975 \\$100,000](#)

<https://soverel48sailboat.webs.com/>



Hull Type: Keel/Cbrd. Rigging Type: Staysail Ketch

LOA: 48.00 ft / 14.63 m LWL: 40.00 ft / 12.19 m

S.A. (reported): 900.00 ft<sup>2</sup> / 83.61 m<sup>2</sup> Beam: 13.33 ft / 4.06 m

Draft (max): 11.00 ft / 3.35 m Draft (min): 5.43 ft / 1.66 m

Displacement: 27,762 lb / 12,593 kg Ballast: 14,000 lb / 6,350 kg

S.A./Disp.: 15.77 Bal./Disp.: 50.43 Disp./Len.: 193.65

S.A./Disp.: 15.77

Bal./Disp.: 50.43

Disp./Len.: 193.65

Comfort Ratio: 32.15

I: 50.00 ft / 15.24 m

Catalina 42 Tri-Cabin [Review](#) Can make an office.

Very low comfort ratio light displacement

[1991 Palmetto, FL \\$65,000](#)

[1989 Norfolk \\$89,500 w/office](#)

[1989 Toledo Ohio \\$79,900 w/office](#)

[1992 Guyamas, MX \\$65,000](#)

[1992 PR \\$60,000](#)

[1989 FL \\$87,000 well maintained](#)

[1989 Fort Meyers Beach Fl \\$94,000 loaded](#)

[1992 Titusville Fl \\$85,000](#)



Hull Type: Fin w/spade rudder Rigging Type:

Masthead Sloop

LOA: 41.86 ft / 12.76 m LWL: 36.00 ft / 10.97 m

S.A. (reported): 797.00 ft<sup>2</sup> / 74.04 m<sup>2</sup> Beam: 13.83 ft / 4.22 m

Draft (max): 6.00 ft / 1.83 m Draft (min):

Displacement: 20,500 lb / 9,299 kg Ballast: 8,300 lb / 3,765 kg

S.A./Disp.: 17.09 Bal./Disp.: 40.49 Disp./Len.: 196.15

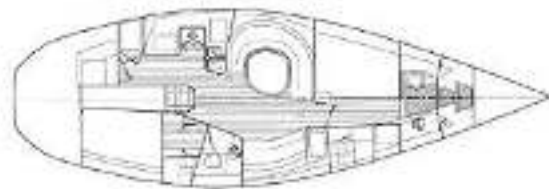
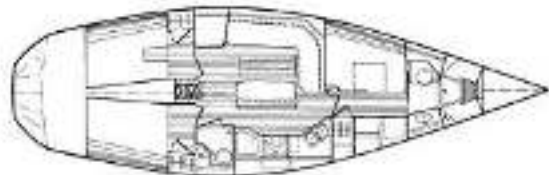
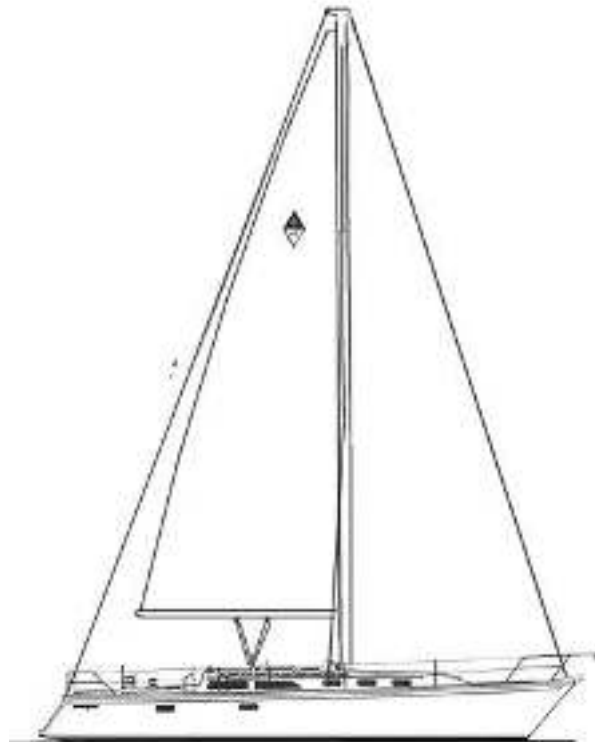
S.A./Disp.: 17.09

Bal./Disp.: 40.49

Disp./Len.: 196.15

Comfort Ratio: 25.38

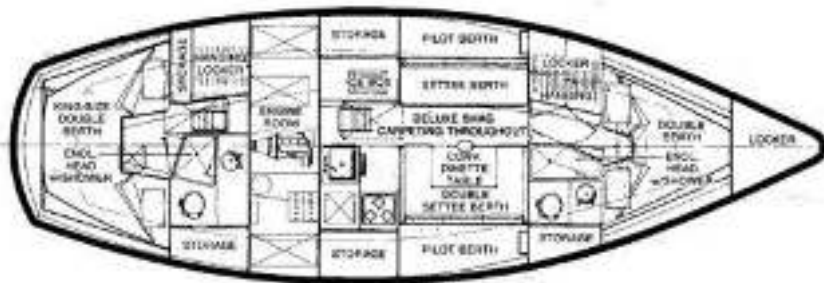
I: 53.00 ft





Morgan Out Island 41 \$25-60,000

Many available, was a popular charter boat



Stamas 44 Max Draft: 5 ft 1 in, mast height 61 ft 5 in

[Spain project boat \\$79,000 looks nice needs mechanicals](#)

[Deltaville Va \\$120,000](#)

[Sag Harbor \\$82,000](#)

[Stuart Fl \\$67,500](#)

Designed by Robert Johnson who went on to become the designer for Island Packets, this model was designed for long distance live aboard cruising with its centre cockpit and additional wheel house below. Review: Both had significant cored deck problems. One had keel bolt issues. One boat had severe delamination of stringers



where engine was mounted. Questionable glass issues; I have been in many yards where Stamas (both power and sail) were in for removal of delaminated fiberglass and refitting. Long process and repairs were always bigger than first estimated.

Sail poorly due to hull shape and windage. Lots of liveaboard space if you want a dockaminium. Usually can be had cheaply. Doesn't sail well.

Hull Type: Fin with rudder on skeg Rigging Type: Masthead Ketch

LOA: 44.00 ft LWL: 34.00 ft

S.A. (reported): 903.00 ft<sup>2</sup> Beam: 14.00 ft

Draft (max): 5.08 ft Draft (min):

Displacement: 35,000 lb Ballast: 12,000 lb

S.A./Disp.: 13.56 Bal./Disp.: 34.29 Disp./Len.: 397.54

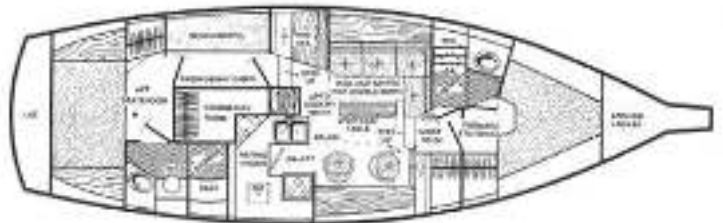
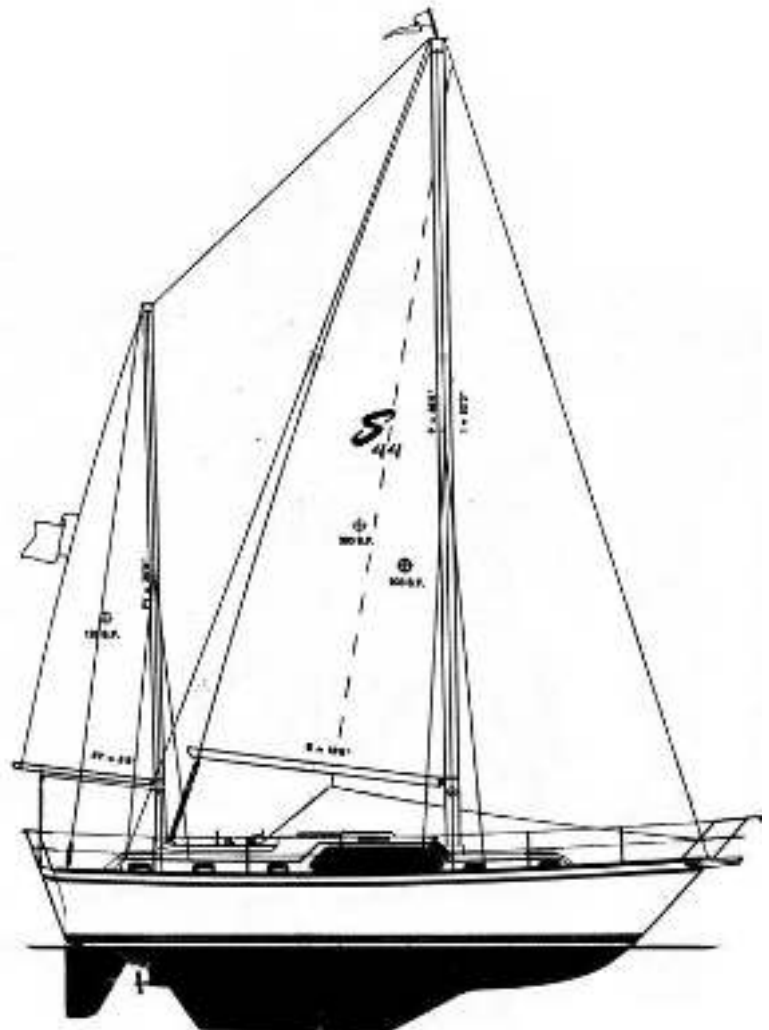
S.A./Disp.: 13.56

Bal./Disp.: 34.29

Disp./Len.: 397.54

Comfort Ratio: 43.51

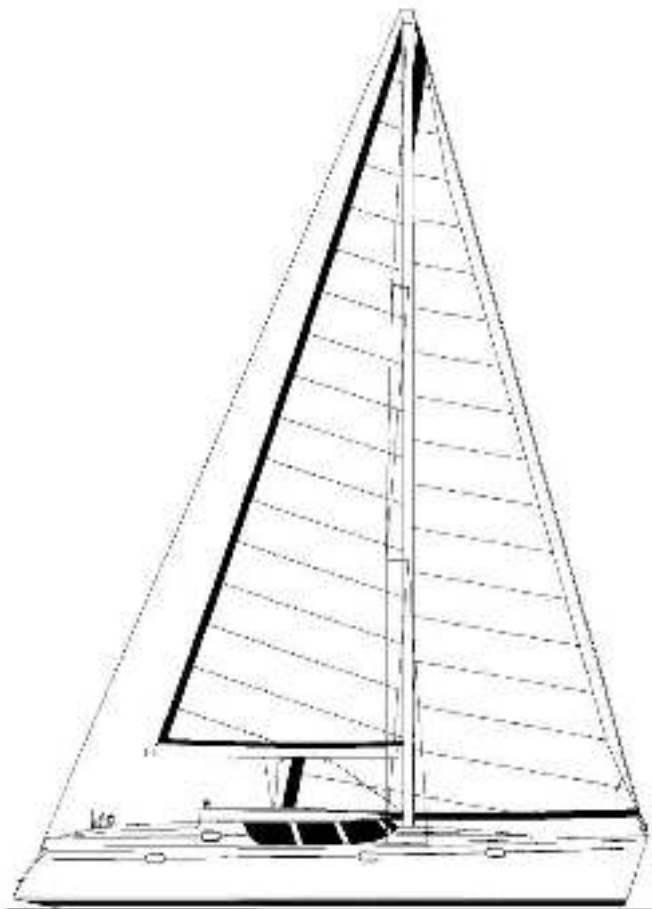
I: 53.30 ft



Jeanneau Sun Odyssey 43DS- maybe too much draft, low comfort number

[Croatia \\$93,000](#)

[Italy \\$96,603](#)



Hull Type: Fin w/bulb & spade rudder Rigging Type: Masthead Sloop

LOA: 42.13 ft / 12.84 m LWL: 37.50 ft / 11.43 m

S.A. (reported): 768.00 ft<sup>2</sup> / 71.35 m<sup>2</sup> Beam: 13.75 ft / 4.19 m

Draft (max): 6.56 ft / 2.00 m Draft (min):

Displacement: 21,054 lb / 9,550 kg Ballast: 6,515 lb / 2,955 kg

S.A./Disp.: 16.18 Bal./Disp.: 30.94 Disp./Len.: 178.23

Construction: FG Ballast Type:

First Built: 1994 Last Built: 2006 # Built:

Builder: Jeanneau (FRA)

Designer: Daniel Andrieu

S.A./Disp.: 16.18

Bal./Disp.: 30.94

Disp./Len.: 178.23

Comfort Ratio: 25.51

I: 50.80 ft / 15.48 m

J: 15.29 ft / 4.66 m

P: 44.49 ft / 13.56 m







Phuket Cal 46-2





