

# Carl Alberg and the Classic Daysailer

*These lovely little boats bring elegant looks back down to earth.*

**F**ans of “classic plastics” wouldn’t be wrong to suggest that many of the current crop of so-called daysailers bear an uncanny resemblance to Carl Alberg’s designs of the 1960s and ’70s.

Born in Sweden in 1900, Alberg emigrated to the US in 1925 after studying naval architecture at the Chalmers Institute of Technology. Probably best known for his work for Pearson and Cape Dory, he had an eye for seakindly hull forms and the aesthetically pleasing line. It is no surprise that Alberg’s design philosophy would serve to guide, or at least partly inspire the current daysailer quest.

The used boat market is flooded with good used daysailers under the \$5,000 mark, but Alberg’s designs, in part because of their loyal following, generally make for good buys. Among the most affordable daysailers in the Alberg stable

is the 19-foot Typhoon (pictured at right), one of 10 boats he designed for Cape Dory. Another Cape Dory design, the 22-foot Ensign, of which approximately 1,600 hulls were built, closely rivals the Typhoon in popularity.

Moving up, there’s the salty-looking 23-foot Seasprite from builder Clarke E. Ryder. From Pearson, there’s the 25-foot Commander, at least one of which—Zoltan Gyurko’s *The Way*—has ventured across the Pacific and Indian Oceans.

Alberg’s boats are no slouches, but with their full keels and attached rudders, they are a far cry from today’s daysailers in terms of performance. Reflecting Swedish Folkboat-like proportions, they are sensible boats that can stand up to a breeze. They may be boats of a bygone era, but in our view, they are still worth every penny.



*An estimated 2,000 Typhoons were built, most of them the “Weekender” version, recognizable by its portlights.*