

SYDNEY 36CR CONSTRUCTION DETAILS

When Sydney Yachts grew out of the Bashford International speed shop, its object was to “achieve exceptional strength/weight values at a low cost.” Mark Rowed oversees production of the boats, and he says, “We have made internal reinforcement less intrusive and at the same time stronger. That keeps weight competitive while opening up as much of the interior as possible.”

Hull: Built in accordance with the American Bureau of Shipping Guide for Classing Offshore Yachts, the hull is cored with end-grain balsa except around the keel. Around the keel, the laminate is solid (1.5-inch thick). The keel (a solid lead casting with bulb) is bolted in place. An internal grid formed from floors, longitudinals, and beds of glass-encased timber takes the strains from the rig. Vinylester resin is used with the exterior gelcoat (to retard osmosis). Polyester resins are used on the interior. A main fiberglass structural bulkhead is glassed fore and aft to hull and deck. Chainplates are carbon fiber, fiberglassed to the hull at the sheer

Deck: A molded headliner with detents for bulkheads is glued to the deck. The deck itself is a double-bias E-glass laminate cored with balsa. Nonskid surfaces are molded into coachroof, decks, and the cockpit. Bosses in the deck mold capture the chainplates in a leak-proof joint. All secondary bulkheads are composite and



Keel bolts fasten through a large load-bearing plate recessed beneath the floors, part of a structural grid that absorbs sailing loads.



vacuum-bagged and affixed to the deck with epoxy glue.

Hull-deck joint: The out-turning flange atop the hull is captured by the overlapping deck. The two flanges are glued together, and the joint is mechanically fastened with stainless steel bolts on 8-inch centers.

Rudder and keel: The standard keel is a lead casting (over 5,900 pounds) with bulb that gives the boat a 7-foot, 6-inch draft. A shoal keel (6 feet, 6 inches) is also available. The keel is suspended from a large load-bearing plate recessed and bolted through the hull and linked to floors and internal plates with stainless steel bolts. The rudder is a NACA foil high-lift section with an elliptical planform. It is foam-filled with fiberglass skins over a stainless steel stock with horizontal framing.

Rig: The mast is anodized aluminum, fractionally rigged, with double, swept-back alloy spreaders, Dyform wire rigging, tangs, sheaves, and rigging screws. The boom is clear aluminum. The vang is of a telescopic

configuration operated by a tackle.

Spinnaker attachment: A 3-foot cantilevered carbon pole with positive stemhead attachment is available for flying asymmetrical spinnakers. To accommodate a Code 0, the boat needs to be fitted with a bobstay.